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Volume CLXXIV No. 2278 The SPHERE, London, September 18, 1943

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE HEAVY ARMOUR OF THE ALLIES GOES ASHORE IN ITALY: A SELF-PROPELLED "PRIEST" BEING DISEMBARKED IN THE "TOE"

This picture was taken within the first few hours of our landing on the mainland and before the news was announced of the surrender of Italy. One week later, the whole of the "Toe" was in our hands, and the Italians were being exhorted by Marshal Badoglio to join the Allies in expelling the Germans. It is good news to know that our heavy armour has been disembarked: around Naples, and farther to the north, it is now known that the Germans have brought up many of their big fighting vehicles, including a good number of the largest size "Tiger" tanks. So that the Allies will, in all probability, soon have to match tank for tank. The "Priest" has already made itself felt in North Africa and in Sicily: it will now undoubtedly continue its fine career on the mainland of Italy

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A WAR NEWSLETTER —No. 211

1, NEW OXFORD STREET, W.C.1.

Unconditional Surrender.

— September 8, 1943, may justly claim a touch of the red paint-brush in the historical calendar. On that day the Allies celebrated the unconditional surrender of Italy and the total recovery of the Donbas. Few days in the history of wars have yielded such a harvest of success. It is odd how the human mind reacts to great events. Mussolini's fall was unexpected. It came (to me) as a great surprise and . . . a bathos. As though a tiresome and boring and inept pantaloon had been hissed from the stage of a provincial music-hall. The unconditional surrender of Italy was expected hourly. Indeed, the actual concealment of the *fait accompli* (of September 3) was more than hinted to the uninformed mind by the curious actions (or inactions) of the Italian troops in Calabria. Yet when the expected event was at last announced, it came like the news of Waterloo—a crowning mercy, an event with which mere words cannot adequately deal. I feel to-day this insufficiency of words. The implications are too many, too tremendous, too complex even roughly to catalogue, politically, strategically on land, on sea and in the air, morally. The Italian people have made submission, acknowledged the guilt of their civic apathy and national frailty. For my part, I hope and believe we shall treat them with sympathetic strength, if they show a willingness to co-operate with us in what is henceforth a common aim and common good. We ourselves were not blameless in the years between. Two facts seem to me clearly established :

The Right Use of Our Opportunity.

—Here is Fact No. 1 : The war and the sacrifices of human lives and treasure may be shortened and reduced if our treatment of the Italian people to-day is based on wisdom, and even on mercy. This evidence that the Allies know how to treat a beaten enemy, which as a people has admitted its crimes and frailties, will speak in a loud, clear, compelling voice to the German people to "go and do likewise." We may leave it to Duff Cooper to file his "clear evidence" that the Germans, as a people, are now planning the third World War. What every sane man knows at last is that whether there be "good" Germans hidden in Germany or whether the race is composed of 80,000,000 bloodstained devils, there can be no hope of lasting peace in Europe or the world unless the Allies remain armed to the teeth for years to come. The adequate education of Britain will take two generations of time. The education of Germany will take perhaps a century. In a word, the guilty among the Nazi and Fascist leaders and subordinates must be hunted and hounded to trial and punishment, for better or worse. The guilt of the peoples of Germany and Italy will be established or denied by history one day, and its establishment is not for us a pressing problem, compared with the need to ensure lasting peace by the armed strength and co-operation of the nations of goodwill. And here is fact No. 2 : the capitulation of Italy must have reactions in other countries (on both sides of the fence) transcending in instant importance its reactions in Britain and America. It cannot fail to convince the Russians at last (as they glory in their own superb achievements) that after all the "way" of their democratic allies is not so ineffective and that military and political achievements of mighty importance can and do result from that theory of waging war on the principle of economy of human life and of the perfection of the machines of war—the policy of iron rather than blood. The capitulation of Italy will speak clearly to the very heart of the German people, to the not less terrified hearts of the Quisling, quibbling Balkan States, and to the now-dubious consciousness of the Japanese millions.

HOW LONDON RECEIVED THE NEWS OF ITALY'S SURRENDER : Crowds besieging the newsvendors to read the headlines for themselves outside Charing Cross Station. When the news of the capitulation reached London on Wednesday evening, it was received with great calm. There were little signs of "mafficking," although in most hearts was the feeling that at last the Allies were "getting somewhere" in the War ! The majority of British people heard the great news by radio at 6 o'clock ; within a few minutes of their arrival in the streets, not a single evening paper had remained unsold

Armistice Terms.

— The armistice terms followed precisely what we expected the basis and bones and beak of them would be. One point emerges at once—the Italians can implement the naval side of their guarantees far more effectively than the military, and have already given proof of their desire to co-operate. Their great fleet is under the guns of Malta, and Admiral Cunningham is very satisfied with its efficiency and utility. The Mediterranean is already *mare nostrum* and an important part of our own Fleet is available for other theatres of war. But on land it is another story. There is no central command over far-flung divisions, lacking leadership and often the will to resist, spread over the Balkans and over Italy and in the Dodecanese ; and the Germans, resolute and centrally directed, are doing their damnedest to nullify these most vital clauses in the Armistice and to lessen its effect upon their own fortunes. Yet, however successful they may be in the early stages, before we can reach out to take over our new bases of attack, their successes cost them dear in the expenditure of reserves badly needed elsewhere. Corsica, still in Italian hands and a very vital jumping-off ground for the Allies, may prove a test case of Italian resolution and of Italy's desire to honour its obligations. If they can hold it and hand it over to the Allies, it will be a good point in their favour—and ours. Much more remains to be considered of the implications and possibilities of the Armistice terms, as facts and theories are gradually released by the news agencies.

A Right Judgment.

—The way in which London took the tremendous news of September 8 was a good augury for a sane spirit to persist when the final armistice comes. The news was everywhere No. 1 topic, but nowhere was to be seen the Mafeking spirit of boast and halloo. It was with sober thankfulness and due recognition of Outside and Powerful aid that the capital of Britain heard the glad tidings. Kipling coupled success and disaster as twins and impostors. Be that as it may, he recognised that both are difficult to meet in a right spirit, and he was thinking of Englishmen. If I could to-day ask the Fairies for one gift for the nation, our leaders and myself, I think I should put in a plea for a "right judgment in all things." In a sentence : that we may all "keep our heads," retain a sense of proportion, keep on and keep steady ; remembering that all things pass, even disasters, even triumphs ; our own lives, the life of our generation, of our century. We are all related to the great events of history now making, yet a few years hence we shall be allotted a relationship to them less personal than now, and not much more close perhaps than that of the generations which preceded and succeed our own. The little things of our daily life still count, and call imperatively to be well done. Those are the grains of sand which make up the Continent of a World-Event, for good or ill. We mint the pence which make the pound in history. If we take care of the pence, the pound can take care of itself.

The Voice of Hitler.—

Hitler made his half-yearly "return to the microphone" on the occasion of his Winter-Relief Push. He spoke with marked restraint, relaxed only when he dealt with the subject of Italy's treachery, which is clearly written on his heart. We do not know who was responsible for his script, but it was so remarkable an advance on any in his authentic autograph since the 1930's that it gives strong evidence that he is either a changed man or *vox et præterea nihil*. His reference to loyalty was remarkably shrewd and statesmanlike. His omissions were as clever as some of the points he made. He left the impression that he still has some belief in his own leadership, and that he is still suffered to exercise some degree of it. Why not admit the truth ? It is better to face facts. The time for hallooing is not yet. In the Balkans and Northern Italy the Nazis have made already some shrewd counters, and the Nazis have still plenty of shots in a deplenished locker. Those who are convinced that Hitler is dead or "dotty," dead or a dead-letter save for his name-value, must give proofs that the voice, as well as the matter of his discourse, was not *authentic Hitler*, or abandon a cherished dream. If Hitler is a changed man as a result of his bitter experiences, he may not be on that account a less dangerous.

The Switch-over to Defence.

—As I see it (through a glass darkly), the whole policy of the Allies has been based, since the middle of summer, on the belief that the Germans have "gone over to the defensive," and have done so in every department and arm of modern warfare, by land, in the air, on the sea and in the political field of propaganda and backstair diplomacy. Some time about June this great change must have taken place, as a result of the realisation that Nazism could no longer hope to win the war, and at the best could but stave off ultimate defeat and play for time, in the hopes of dividing the Allies, boring them with war or softening them. Such a realisation and decision could only be an earth-shaking event for Nazis, Germany and the whole world. The expectation of Italy's capitulation must have influenced that decision, as the fact of that capitulation justifies it militarily, if not diplomatically. The effects of it are not ephemeral. To implement that realisation and to take measures to give effect to it, imply decisions which, once taken, must be for all intents irrevocable. Take the air arm alone. If, as seems to be accepted, the Nazis some months ago took the vital decision to switch over to the defensive in airplane construction—that is to say, to concentrate on fighters and greatly to reduce the still available means of turning out bombers, or long-range, heavy bombers —that decision could hardly be reversed again within the limits of an utterly vital and probably decisive year. It does not at first sight appear to be so irrevocable a decision as regards land and sea as in the air. It does not seem to rule out the possibilities of a reversion to offence in those two elements, for the practical consequences of implementing the decision are neither so far-reaching nor so irretrievable. We have evidence that in all elements the decision has already effected Nazi strategy, and abundant evidence that it has reshaped Nazi diplomacy and home propaganda. But—the air element aside—none of the evidence we have, as members of the public, rules out the possibility of a swift reversion to the Nazis' earlier and congenial policy of waging war nor justifies us in dismissing the probability of a swift change back, a desperate gamble to regain the initiative by a sudden thrust, and one more complete volte-face in the strategy of propaganda and diplomacy.

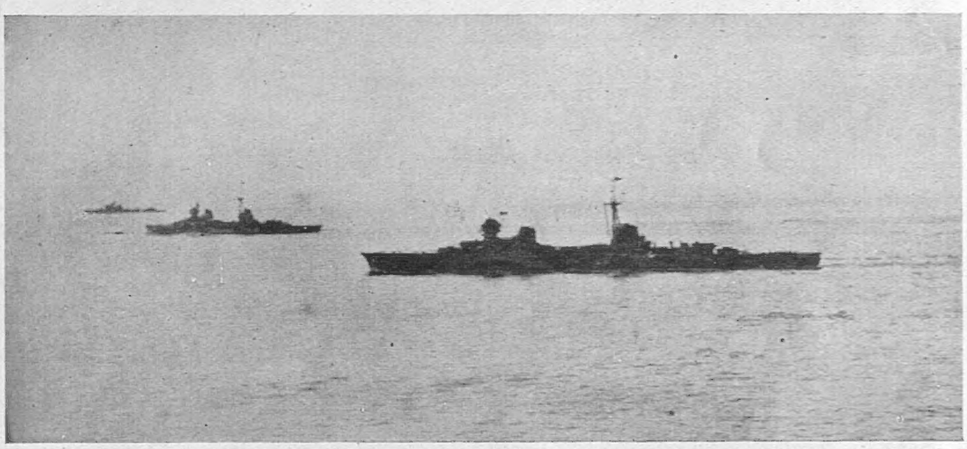
THE OLD STAGER

JUST BEFORE THE ITALIAN SURRENDER: The great Allied Invasion Fleet ready to sail from North Africa for the assault on the Italian mainland. When it set sail, approximately 1,000 square miles of sea were covered with ships of all descriptions

THE ITALIAN COLLAPSE

And the Surrender of the Italian Navy

The picture at the top of this page was taken in North Africa just before the Italian Navy surrendered to the Allies. It shows the great Invasion Armada which set forth for the mainland just before the news of Italy's surrender was made public. As it approached its destination, it covered an area of approximately 1,000 square miles: the ships varied in size from assault barges to warships. The barges were sailing in dozens, large formations in perfect line astern. There was a calm sea with no white caps as the Armada entered the Bay of Naples. Then came the news that the Italian Fleet had set sail for Malta, to surrender under the terms of the armistice. All the principal vessels of this fleet have now been accounted for; and, at last, the Mediterranean is free from enemy naval menace. The picture on the right was taken as some of the Italian units were being escorted into Malta under cover of aircraft of the R.A.F.



TWO OF THE ITALIAN CRUISERS COMING INTO MALTA to surrender with the rest of the Italian Fleet: A picture taken from an escorting Baltimore aircraft of the R.A.F.

THE GREAT CHANNEL EXERCISE CARRIED OUT BY AN ALLIED ARMADA WITHIN SIGHT OF THE ENEMY. Part of the fleet of Landing Craft which sailed to within ten miles of the French coast without interference from the Germans at sea or from the air

DURING THE EXERCISE: Vehicles being reversed on to the waiting Mechanised Landing Craft, to sail with the great Invasion Armada in the English Channel

THE GREAT CHANNEL INVASION EXERCISE

On September 9 it was revealed that an Allied major exercise had been carried out in the English Channel by land, sea and air forces, without interference from the enemy. The exercise lasted for twenty-four hours, and the great armada sailed to within ten miles of the French coast. Allied bombers and fighters supporting the operation made over 3,000 sorties during this period and found that enemy opposition was negligible. The armada employed numbered three hundred craft, all under the protection of the Royal Navy. Though it steamed in full daylight for four hours, not a single German aircraft put in an appearance, nor a single submarine, nor an E-boat

RAPID FIRE BY A BOFORS DETACHMENT on board a Tank Landing Craft. As no action was taken by the enemy, a practice shoot was arranged for the gunners

The DECLINE and FALL of FASCIST ITALY

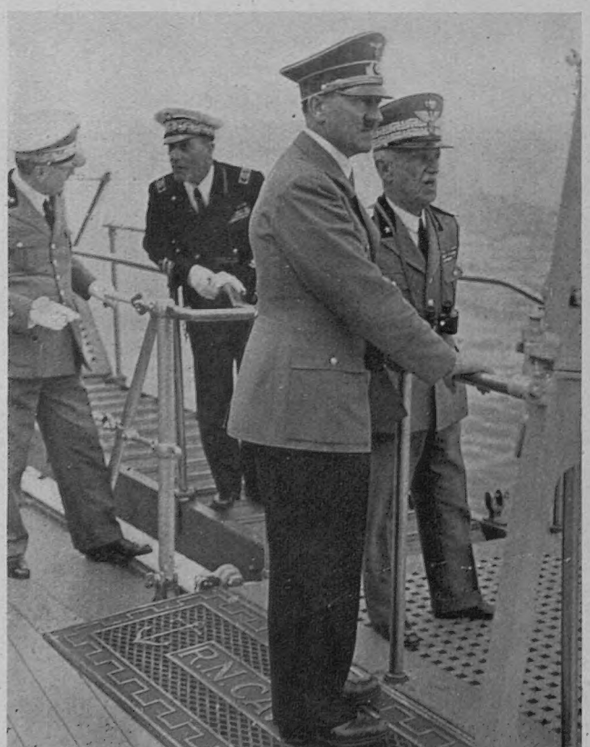
The End of the "Balcony Empire" of Mussolini and the Surrender to the Allies by Marshal Badoglio on September 8

A Selection of Pictures of the Italy that was, and of Some of the Men who were Responsible for Her Unconditional Capitulation

"BALCONY EMPIRE": On September 18, 1938, the Duce paid his first visit since the year 1922 to the great port of Trieste, which had formerly been in Austrian possession. A tremendous gathering of 180,000 had been whipped up in the Piazza de la Unita in true Fascist style to listen to a very restrained speech by Mussolini at a time when tension throughout the whole of Europe was growing as the result of Fascist-Nazi threats and demands. This method of threatening the rest of the world was typical of the Fascist administration, and greatly appealed to the theatrical nature of the fallen dictator. Very soon after this Trieste visit, the war-clouds began to darken the whole Continent

WHEN HITLER PAID A VISIT TO ROME. This was in May 1938, when great celebrations were held in the Italian capital to mark the ripening friendship between the two dictator States. The Colosseum was illuminated, he had interviews with Mussolini and the King, and he reviewed the Italian Fleet, which in 1943 fled from his grasp

WHEN MUSSOLINI WAS THE "FRIEND OF ISLAM." In March 1937, the Duce visited Italy's Libyan colony, accompanied by the late Marshal Balbo, who was then Governor-General. In those days, the unhappy Arabs had to acclaim the man they hated. Now, once again, they are free from the Italian yoke—and not one scrap of Italy's overseas "Empire" remains. This picture was taken in the native market of Benghazi



THE LITTLE KING AND THE NEUROTIC FÜHRER. In the year 1938, Italy and Germany were moving very quickly towards the "understandings" and alliances which were ultimately to prove the ruin of Italy. Hitler visited Italy in May and spent some time at a great naval parade of the Italian Fleet. This picture of Victor Emmanuel and Hitler was taken on board the battleship *Cavour*, flagship of the Fleet, since torpedoed at Taranto

THE CROWN PRINCE OF ITALY—Prince Umberto, who is reputed to be an anti-Fascist and who is known to have quarrelled many times with Mussolini. He is a brother-in-law of the King of the Belgians and is still under forty. This picture was taken in the year 1936 during a review of the First Regiment of Grenadiers at the Historical Army Museum in Rome

ITALY DURING THREE-AND-A-QUARTER YEARS OF WAR: Some Important Dates

1940: *June* 10.—Mussolini announced in Rome the declaration of war against Britain and France.

June 18.—Hitler and Mussolini met at Munich to discuss the French Armistice.

August 6.—An Italian army invaded British Somaliland in considerable force, obliging the British troops to evacuate on August 19.

September 12.—Marshal Graziani crossed the frontier of Egypt, subsequently advancing as far as Sidi Barani.

September 27.—Italy joined with Germany in a ten-years military and economic alliance with Japan.

October 28.—Mussolini presented Greece, at 3 a.m., with an ultimatum.

November 11.—Italian Fleet at Taranto suffered heavy loss from attack of the Fleet Air Arm.

December 11.—General Wavell, with a small mobile force of 30,000 men, drove the Italian Army out of Egypt.

1941: *February* 7.—All Libya was conquered with the capture of Benghazi.

March 17.—British Somaliland was recaptured, and Keren, the stronghold of Eritrea, fell on the 27th, and Asmara on April 1.

April 10.—The Italians, strengthened by German tanks and troops under Rommel, forced the British troops, reduced by help sent to Greece, to retreat in Libya.

May 19.—The Duke of Aosta, the Governor-General of Abyssinia, surrendered at Amba Alagi, and the main resistance ended.

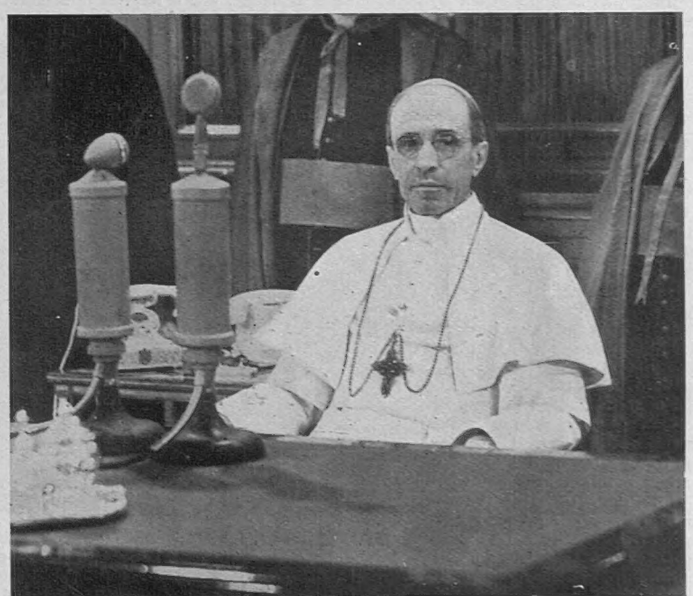
May 28.—German-Italian armies recaptured all Libya, except Tobruk.

November 18.—A second British offensive in Libya under General Auchinleck started

ONE OF THE HATEFUL FEATURES OF THE FASCIST ERA—the regimentation of the Italian youth.

It was in Italy that the young boys were first caught at an early age and brought up in Fascist theory as a bolster to the dictator State: this idea was later copied by Hitler, whose "youth movement" brought tens of thousands of ardent Nazis into the Army, Navy and Air Force of Germany to fight Hitler's battles without question or without thought of their own. The young Italian Fascists were given uniforms and arms, and were paraded on every possible occasion to demonstrate to prominent visitors the growth of the Fascist ideal. The picture above was taken in January 1939 when Mr. Neville Chamberlain, British Prime Minister, visited Mussolini in Rome. The boy riflemen of the "Fascist Youth Organisation" are here seen forming a guard of honour for him on his arrival in the Italian capital

On left—**MARSHAL BADOGLIO,** friend of the King, and Italy's most prominent Army Commander, who brought about the Duce's downfall and succeeded him as Prime Minister. *Above*—**SIGNOR RAFFAELE GUARIGLIA,** former Italian Ambassador to Ankara and now Italian Foreign Minister



THE MAN WHO LABOURED FOR PEACE: Pope Pius before the microphone in his study in the Vatican City, during a broadcast speech to the United States in November 1940. During the past few months and weeks he laboured unceasingly for the protection of Rome and for peace for the Italian nation

December 11.—Italy declared war on the United States.

1942: *May* 26.—The Libyan battle was resumed when Rommel attacked in force. Great tank battles ensued.

June 21.—Tobruk fell, with the capture of 25,000 men, while Rommel continued to advance into Egypt.

October 23.—The Eighth Army began attack on El Alamein front.

1943: *January* 23.—Tripoli was occupied, after an advance of 1,400 miles across the desert, in less than three months.

March 20.—The Eighth Army began an attack on the Mareth Line, in Tunisia.

May 6.—A great offensive was started by the Allied forces in Tunisia.

May 7.—Tunis and Bizerta were entered, and by the 13th all resistance in North Africa was ended.

June 11.—The small, but heavily fortified island of Pantelleria was taken after severe bombardment from both air and sea. On June 13 another small island, Lampedusa, surrendered.

July 10.—The invasion of Sicily began.

July 25.—Mussolini resigned, on pressure from the Fascist Party. Marshal Badoglio took over the Government.

August 16.—All Sicily was occupied by the Allies when final resistance was overcome at Catania and Messina entered.

September 3.—Invasion of Italy began.

September 8.—Marshal Badoglio announced that the Italian armed forces had surrendered, and that an armistice had been granted.

AN ITALIAN QUISLING—Robert Farinacci, one time General Secretary of the Fascist Party, who managed to escape into Germany after Mussolini's downfall. He is now one of the heads of the "National Fascist Government" which the Nazis are setting up. He amassed a huge private fortune during his reign in Rome!

AN ENVOY OF THE POPE: Count Enrico Galeazzi, Governor of Vatican City, who flew to Washington on a mission to President Roosevelt and Mr. Winston Churchill

SIGNOR GIOVANNI FUMMI, a leading Italian banker and Financial Adviser to the Vatican, who came to London after having been in Italy since the outbreak of war

A CASUALTY LIST OF AXIS RINGLEADERS

Italian and German Personages Who have Dropped Out of the Limelight within Recent Days. By FERDINAND TUOHY

NOT long ago there was occasion to draw attention to the severe blows fate had dealt a majority of those who spoke for the Allies at the commencement of the war. It then seemed as if destiny were being kinder to ringleaders of the other side of those early times. The events of a few days transformed the picture.

Following on happenings in Italy, the Balkans and Germany herself, casualties among "stem" characters of the Axis-in-Europe now easily top corresponding Allied forfeits. One is even tempted to suggest that a continuance of anything like the present casualty rate in the Axis hierarchy must result in few "stem" characters being still actively employed when the United Nations call for war criminals.

The Fascist landslide has, of course, been the principal new factor. A dozen men, at least, whose names had long been emblazoned in the war news, suddenly were whisked from the scene. In order to get the flavour of what has supervened, let us go back to those pulsating days in Rome when the Duce was being pre-belligerent. Look briefly on that brilliant Fascist company surrounding the Marvel Romanorum, their decorations, their attitudes, their uniforms, their look-in-the-eye.

Here is little Balbo, saucy and bearded, the winged delight of young Italy, and so a begetter of jealousy in the Duce. Balbo was a Fascist of the first hour and faithful, but he could not stomach the Germans. His Fascism was to be a Latin affair, Rome - Paris - Madrid in the ascendancy and, if humanly possible, a well-disposed, accommodating Britain alongside. Was Balbo judged to be in the way as Governor of Libya when the Afrika Korps got down to business in that colony in 1941? At any rate, the anti-German Governor was brought down by Axis A.-A. fire over Tobruk.

Marshal Graziani used to pass between Rome and Tripoli honoured as an approaching African conqueror; his breast a cluster of orders, his countenance betraying the driving cruelty within him, reserved for natives. A mental breakdown was reserved for this overrated satrap, and retirement as a marquis to the Isle of Capri. Hardly less flamboyant a figure was one-fisted Starace, head of all Black Shirts. Starace became so impassioned for his Duce's physical-fitness cult that he made Senators jump through fiery hoops on the Forum Mussolini. Starace was the tailor's model of the regime, a dream of cut, colour blends and ornamentation. He is now said to be among the arrested, charged with corruption.

Not one of the Fascist hierarchy seems so far to have been arrested for the worse offences committed under the dictatorship, such as ghastly incarcerations by the hundred, Instead, all are apprehended for graft, embezzlement, hoarding.

Are they really arrested? Can one be sure at this stage? It used to be said that "the Junkers will cheat us yet," and maybe the Fascist and Nazi ringleaders are manœuvring for a come-back when the Continent splits into chaos, as some foresee. Against this, they have been heavily tarred, and this may prevent realisation of any lying-low scheme they may have devised. This stigmatising has been rendered possible by their own side giving away their personal dossiers. So that all the spying these men did in order to maintain themselves has acted as a boomerang.

Mussolini himself, the master journalist, became a subject for a first-rate *feuilleton* as his amours were blazoned in the liberated Italian newspapers. The Italian public avidly absorbed columns and columns, with the invasion of their country crowded into small space, and one is reminded that the last time a government successfully gave the public a scandalous chronicle to think about was in Paris in 1919. As the French delegates struggled in vain for the left bank of the Rhine, the French people were given the wonderful Landru reading to keep them quiet.

How Benito, on his island, must have thought of brother Arnaldo, the only one who could keep him within bounds. Edda did the contrary. Ciano and Edda, the one a vain, inflated third-rate, the other an imperious ruling body, have been on the run. Edda, who influenced Pappa towards the Asso Roma-Berlino that ruined Italy, would love to get to the Argentine, where she prepared roots and liked the men

If the news that he is in Lisbon is correct, Grandi looks like having the best chance of reaching Buenos Aires. Grandi had charm and all that; he used to be charming to us scriveners at Geneva. He had his testing-time when Ambassador in London in 1937. He felt instinctively opposed to the way his Duce was then going. He might have made amends for past thuggery. He did not get out.

Some of the Fascist ringleaders are expected to emerge in a North Italian quisling regime, a normal thing to do as they retreat inside the Fortress. The fire-eating Farinacci, who corresponds to Déat in France, is listed for this last phase; and Alfieri who, from Minister of Enlightenment, became Ambassador in Berlin.

Badoglio himself was a casualty from 1940 until recently. Into the same galley the war-waging Duce threw a succession of army, navy and air force heads. The Duke of Aosta was almost the only one to keep his job until he died as a prisoner of war. At the moment, there is a question-mark opposite Crown Prince Umberto.

The end of Boris, after a passage at close quarters with Hitler, recalls what a scaring experience it still must be for all save the very strong to run foul of the bellowing genius *manqué* in his own parlour. There must be a feeling of invisible robots all around, ready to fell one even for an answer back. The classic case was that of Hacha, though others have probably met their ends under "stimulation" or outright attack. As for Boris, I cannot see a Coburg-Bourbon taking slow poison these days.

The lives of pre-war traitors like Quisling, Laval, Doriot, Degrelle and Mussert are not worth five minutes' purchase. Lieutenants have been killed, failing their chiefs, who are more like liabilities to Hitler than assets. Seyss-Inquart may expect trouble from two quarters, Dutch and Austrian. Yet, so far, it must be admitted that the chief quislings have shown a high survival power. Pavelitch, the Croat, is the first of the central or eastern quislings to disappear in a long while.

How fortunate must Carol and Paul feel to have escaped from the Führer's sinister parlour. Especially Carol, the only known instance of a visitor putting Hitler in his place, and that when the Führer was at the summit of his career. Carol, who declined a German-run Rumania, has to make do, running a night club in Mexico City. Paul, a full-time traitor who had contracted to shackle his country, has retired to salubrious, well-nourished South Africa. Two others who played major roles in early days, Beck and Smigly-Rydz, are believed to be preserved in Rumania, whether in Germany's or Poland's interest is not clear.

Turning to Germany, ringleader casualties have been high, though, coming in a trickle, have not seemed so. Death, dismissal, breakdown, or other causes have removed many notorious figures.

The latest of Hess is that he cocks an ear and listens to his master's voice. Yet mental trouble is no subject ever for lightness, and one wonders rather: will a number of leading Nazi criminals be suffered to finish in a home? In any other community at war Hitler and Göring would already be considered as more than borderline cases. Alone the former's year-long silence before his own people shows him to have snapped, while the Reich Marshal has to keep vamping himself up so as not to appear the wreck he really is from past doping, plus disease. Ley completes a pretty triptych, the slobbering, hysterical soother of Labour.

Julius Streicher, sadistic Jew-tormentor and one of the ugliest of men, is under restraint in Franconia, and so is Wagner, next door in Bavaria, of which he was Gauleiter. Each was a Nazi "of the first hour," of whom Hitler may lament "*Ich hatte ein Kamerad.*" Other leaders of the Party and the armed forces have from time to time been announced as in sanatoriums, which have come to have the same ring about them as a state funeral ordered by the Führer.

Von Fritsch was so mourned after being shot from behind in battle. So was Von Reichenau after "a stroke"—though he could swim a Russian river at the head of his men. Kleist, "killed in a tank," was another recipient. And Molders, the Richthofen of this war, but who wrote home letters contrary to the Führer's religious policy. Air journeys have more than once produced fatalities calculated to ease matters for Hitler, though the last flight of Todt was not in such category.

Other State funerals were those accorded Heydrich, the cold, suave killer, who went down to the tomb as "the perfect Nazi"; Luetze, head of the Hitler Youth, said to have been killed in a motor smash; and von Moltke, who, returning in the best of health to Madrid as Ambassador, died "suddenly" ten days later. Why the supreme honour for him? The *Luftwaffe's* intensely popular Chief-of-Staff, Jeshonnek, was denied it, with the result that the suicide theory holds in his case, and with cause.

The tempo of Nazi exits should increase. Another recent senior casualty was Daluege, who used to be head of the Hitler Youth and of the S.S. before going to protect the Czechs. Abetz is a further instance. This smooth and cultured young German ruled France in 1940-42. Now his name is never heard.

If you add up, the German bosses are no longer staying the course. I have certainly overlooked several cases which could strengthen the argument—take Goebbels, whose distortions, now pointless, have led to his being subordinated to Himmler. Here is the fellow who is still coming through in full strength. Himmler is outlasting all his Nazi co-criminals, and may well endure in the last rampart.

Horace Greeley Schacht (for the failure Funk), Neurath, Raeder, Keitel or maybe even Blomberg, Brauchitsch, Papen and Lammers (for the absent Bruening) are some names I expect to see on the surface in Germany when it strikes its Badoglio or Prince Max period.

"GOOD-BYE TO ALL THESE. . . ." From left to right **Marshal Balbo,** the adventurer turned administrator, killed flying over Libya; **Marshal Graziani,** "the Butcher," who commanded in North Africa and was then retired after the first series of Italian disasters; **Count Dino Grandi,** former Ambassador to London, who is reported to have played a part in the downfall of his chief and former friend, Mussolini; **Dino Alfieri,** Minister of Propaganda and later Italian Ambassador to Berlin. On right—**Robert Farinacci,** a former high Fascist Party official, now escaped to Germany with much money filched during his political career; **Achille Starace,** the comic opera Fascist Party secretary, who was dismissed by Mussolini and later went out to Abyssinia to fight

OPPORTUNIST POLITICIAN AND UPSTART WIFE. Count Ciano and his wife Edda, early in their Fascist career, ready to visit the Vatican. Both owed their rise to fame to the fallen Dictator, Mussolini

DEAD: King Boris of Bulgaria, quisling king, who forced his country to tie up with Germany

INSANE: Julius Streicher, Governor of Franconia, sadistic Jew-baiter and "Old" Nazi

DISMISSED: Admiral Raeder, former C.-in-C. of the German Navy, displaced by Doenitz

HOW THE EIGHTH ARMY INVADED

Scenes on the Mainland of Italy as British and Canadian Troops Went Ashore just before the Capitulation was Announced

GENERAL MONTGOMERY HIMSELF WITNESSED THE DISEMBARKATION: Saluting his troops from an armoured vehicle as they passed through a street in Reggio on the way to the interior of Calabria

BRITISH TROOPS ARE CHEERED BY ITALIAN CIVILIANS as they march through Gallico Marina. The friendly attitude of the populace in Sicily and Italy came as a shock to the Italian Government

SAPPERS CLEARING THE LANDING BEACHES OF MINES. As usual, precautions had to be taken to ensure that the troops could disembark with safety. This sandy beach on the Italian mainland was, therefore, thoroughly swept

CANADIAN TROOPS COMING ASHORE NEAR REGGIO, and following the tapes previously laid down by the sappers to indicate mine-free paths. In the background are the hills of the Aspromonte Range

AMONGST THE FIRST TO BE CAPTURED NEAR REGGIO: Italian sailors and soldiers who were obviously happy to be out of the war

In three-and-a-quarter years of war, Italy had taken some very hard knocks; but the bitterest blow of all must have been the manner in which Sicily welcomed her invaders, and the almost complete refusal of large branches of the Italian Army to fight at all. The story of Sicily was repeated on the mainland: no sooner had the Eighth Army landed in the "Toe" than the prisoners came streaming in. Some parties were small, some were very big—all were determined not to fight. Actually, the Italian surrender was signed on the very morning that the assault on the "Toe" began on September 3; but it was not announced to the world until September 8

ITALIAN SOLDIERS, OFFICERS AND MEN, come pouring into the Allied lines as soon as our forces had landed on the mainland. They came in small parties and in large—all glad to surrender

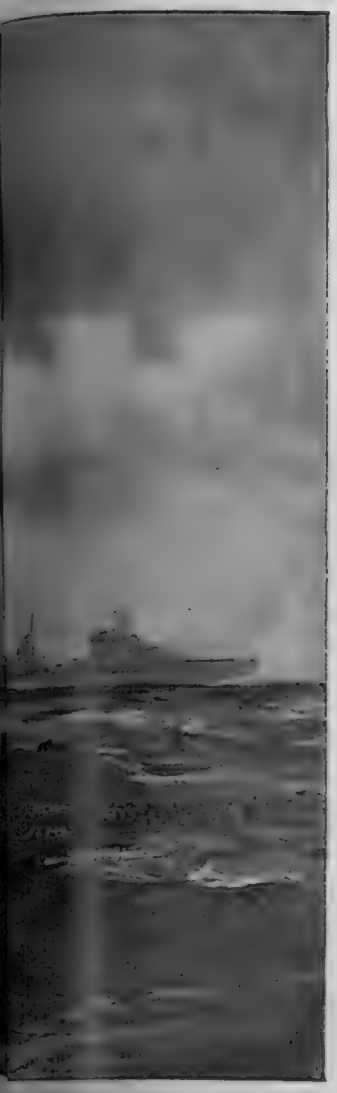
AN IMPRESSION OF SOME OF THE MORE NOTABLE VESSELS COMPRISING THE ITALIAN FLEET. These ar types of the warships which the fallen Duce held for years in their harbours, and the majorit of which were in the two naval bases of Spezia and Taranto when Italy's capitulation wa announced. Battleships, cruisers and destroyers are represented in the drawing. From left t right are the following—in background, the most modern type of destroyer, of the Avier class of 1,620 tons; in foreground, a Grecale class of destroyer of 1,449 tons; in centre back ground, a cruiser of the Garibaldi class, 6-in. guns, 7,874 tons; a Cavour class battleship, 25,000 tons (the "Cavour" herself was torpedoed at Taranto, but has probably been refloate since); a Littorio class battleship of 35,000 tons; and a Trento class heavy cruiser 10,000 tons—*Drawing by Montague Dawson*

The ITALIAN NAVY—In the Light of the Capitulation of Italy

The Question of the Many and Powerful Units of the Fleet now under Allied Control in the Mediterranean

AS soon as Italy's capitulation was announced, speculation began as to the future disposition of the Fleet which still remained to the fallen nation. Losses amongst this Fleet, after three years and more of war, have been heavy—mainly as the result of the two big naval actions of the Mediterranean war, at Taranto and Matapan—nevertheless, a good number of first-class vessels remain. These are now all accounted for, and many are at Malta and other Allied bases. Some of them are shown in the drawing and photographs reproduced on these pages. Whatever ultimately is th destiny of the Italian warships, the capitulation h already brought about the freeing of numbers of ou own very considerable Fleet in the Mediterranean they will probably soon find employment in oth waters

A LINE OF VERY USEFUL DESTROYERS AT THEIR MOORINGS IN NAPLES HARBOUR. In pre-war days, Mussolini used to parade his Fleet at every opportunity: t great numbers and modernity certainly impressed many nations in Europe. During the three and a quarter years of hostilities, the number of destroyers the Italian Fleet has been considerably reduced, but about forty of all types are still in existence. The future of these will probably be a matter for the Allie to decide. The Italian Fleet, with its necessary destroyer escort, only ventured out of harbour occasionally; but in convoy operations during the Libya and Tunisian campaigns, the Italian destroyer flotillas acting as convoy escorts suffered very heavily at the hands of our own warships. To-day, incidentall the waterfront at Naples, as the result of Allied bombing, displays a very different aspect from that seen in the above picture



THE PRIDE OF THE ITALIAN MERCHANT NAVY: THE GREAT LUXURY LINER "REX," which once held the "blue riband" for the Atlantic crossing. At the outbreak of the war, Italy had a merchant navy of nearly 3,500,000 tons: to-day more than two-thirds of it lie at the bottom of the sea, the result of Allied naval and air action, and only about 700,000 tons remain in active commission. But amongst the ships which do survive is the great motor vessel "Rex" of 51,060 tons, the pride of Italy. She was built in 1932 with a speed of 25 knots; and her cross-Atlantic runs to the United States were extremely rapid. A sister-ship to the "Rex"—the "Conte di Savoia"—was reported sunk only a few weeks ago

WHEN THE "CONTE DI CAVOUR" PAID A VISIT TO MALTA. This 25,000-ton battleship was torpedoed (along with another of the same class) at Taranto in November 1940. She subsequently foundered, but is thought to have been refloated since. The picture of her given above was taken in June 1938 when she paid a visit to Malta. "Cavour" was then flying the flag of Vice-Admiral Arturo Riccardi (C.-in-C. of the Italian First Squadron), and was accompanied by several other battleships. The British officer who entertained the Italians was named Sir Dudley Pound: he was then our Naval C.-in-C. at Malta. This picture was taken as the "Cavour" lay at her moorings in the Grand Harbour

TWO OF THE HEAVY ITALIAN CRUISERS: In the foreground, the "Trento," of 10,000 tons, completed in 1928; behind, the "Bolzano," also of 10,000 tons, completed in 1932

BATTLESHIPS OF THE ITALIAN NAVY during battle practice in the Mediterranean—a picture taken before the war, whilst Italy's Fleet was still at sea and not confined to harbour

THE INTERLUDE — BEFORE ITALY CAPITULATED

Scenes on the Island of Sicily Just After the Success of the Eighth Army in Clearing Out the Germans and Just Before the Occupation of the Italian Mainland

PEACE RETURNS TO THE CIVILIAN POPULATION OF THE ISLAND: A wedding in the little village of Lentini after the Allied occupation. The bride, on foot, is arriving with her young attendants at the church. Life throughout Sicily is now normal once again: civilians who fled from the battle zones have returned to their homes; harvesting is in full swing; people are going back to work at their ordinary pursuits; and weddings are once more being celebrated!

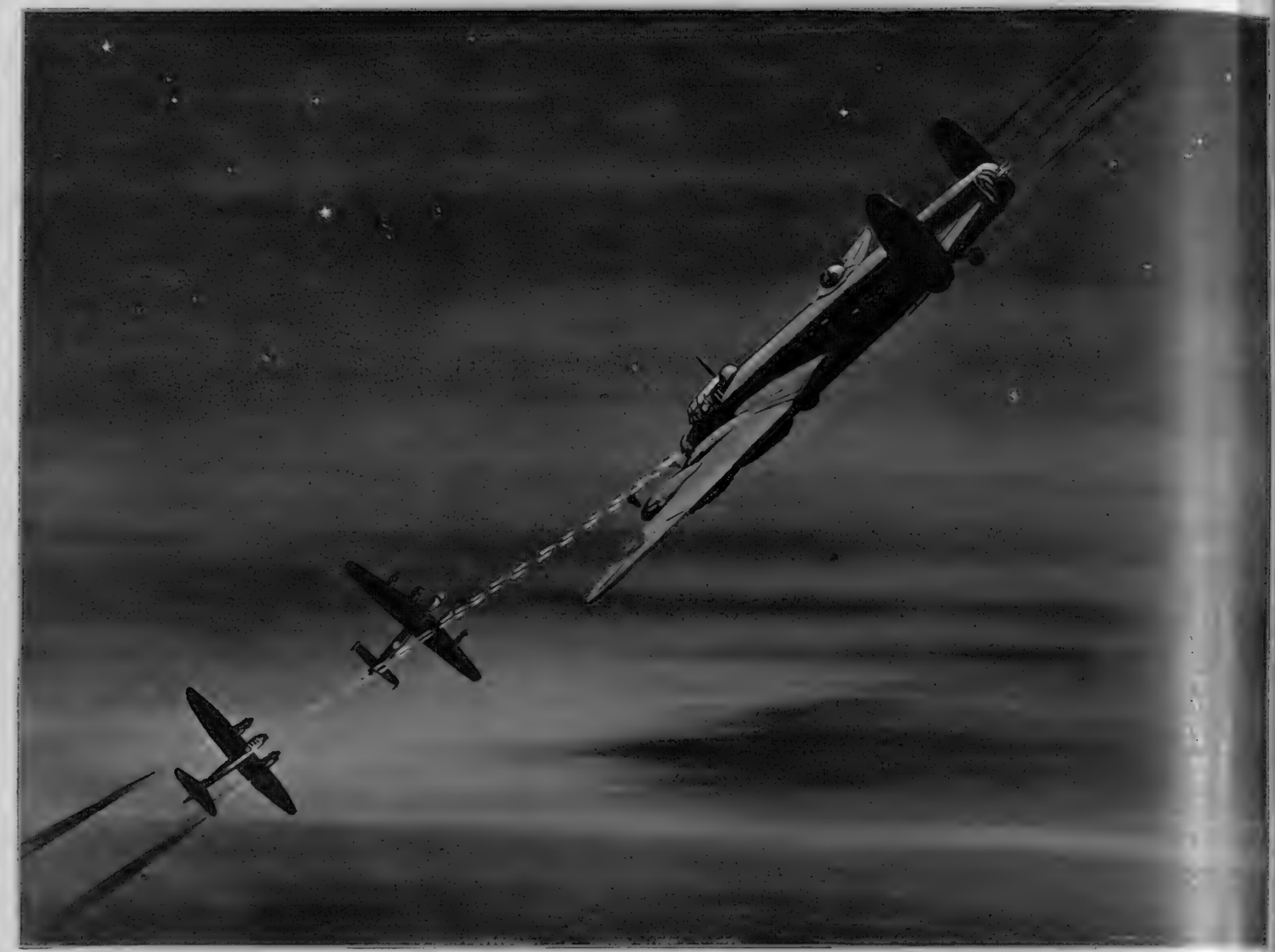
OVERLOOKING THE STRAITS OF MES
OVER TO THE "TOE." When Stage
waters of the Ionian Sea,

Only a period of sixteen days separated the entry into Messina (August 17) from the secret signing of the Armistice with Italy (September 3). For those luckier troops stationed on or near the shores of Sicily this meant an interlude for occasional sport and for bathing in the sunny blue waters of the Mediterranean and Ionian Seas. At Taormina and such-like tourist resorts, there were proper bathing facilities of all kinds and clean, level stretches of beach: but, elsewhere, scores of low headlands and patches of rocky foreshore provided pleasant spots from which the troops could plunge into the refreshing sea. Letters home have told of the delights of a plunge into the waters: sometimes the rocks from which bathing was in progress were distinctly volcanic in origin, reminders of some long-forgotten outburst of Etna. High above one beach, an ancient fortress inland, telling of Saracen or Norman invaders, looked down upon the scene. Away across the Straits the white houses of the towns and villages of the mainland could be plainly seen. The occasional puff of a distant gun might break the peace of the afternoon—but, usually, all was quiet on both sides of the Straits for the fortnight's lull before Italy's capitulation

On left—**A SCENE FROM MISTERBIANCO, NEAR CATANIA. Even whilst under the very nose of the enemy, British troops took every advantage to enjoy themselves in Sicily. Royal Engineers made a diving-raft from discarded R.A.F. fuel tanks found beside the stream; and other men constructed boats with wooden "sails." The paddles came from discarded Sicilian road signs!**

SINA, AND WITH THE MAINLAND OF ITALY ACTUALLY IN SIGHT: THE MEN OF THE EIGHTH ARMY RELAX ALONG THE SHORES OF SICILY BEFORE CROSSING ore—the occupation of Sicily—had been accomplished, there came days of calm when the troops could enjoy many hours of respite. Bathing in the sunlit blue where they lap the rocky eastern shores of the island, was a delightful experience for the dusty, war-wise warriors of "The Eighth"—*Drawing by Edward Osmond*

BATTLEFIELD SPORTS: CANADIAN SOLDIERS IN SICILY HOLD AN ATHLETIC MEETING. Between the termination of the Sicilian campaign and the landings in Italy itself, the Canadians organised their "First Annual Summer Track and Field Meet." On the rocky plains which had been the scene of historic fighting, running-tracks, stands and "pavilions" were set up and sports equipment was brought from the Quartermaster's Store for the first time for two months. Biscuits and chocolate were provided for refreshments; Pipers of the 48th Highlanders played throughout the day. All the usual track and field events were staged and, in addition, there were soft-ball and horseshoe tournaments, and a novelty race for officers, in which they raced on Sicilian donkeys to the encouragement of the spectators. In the above picture, the Pipers of the 48th are leading the Parade of Athletes past the flag-draped battlefield grandstand at the opening of the day's sport. Note the tanks (with anti-aircraft guns) drawn up near the stand



THE STIRLING BOMBER WHICH BECAME A NIGHT FIGHTER: A stirring incident during a recent raid over Italy before the capitulation, when the pursued became the pursuer—*Drawing by Roland Davies*

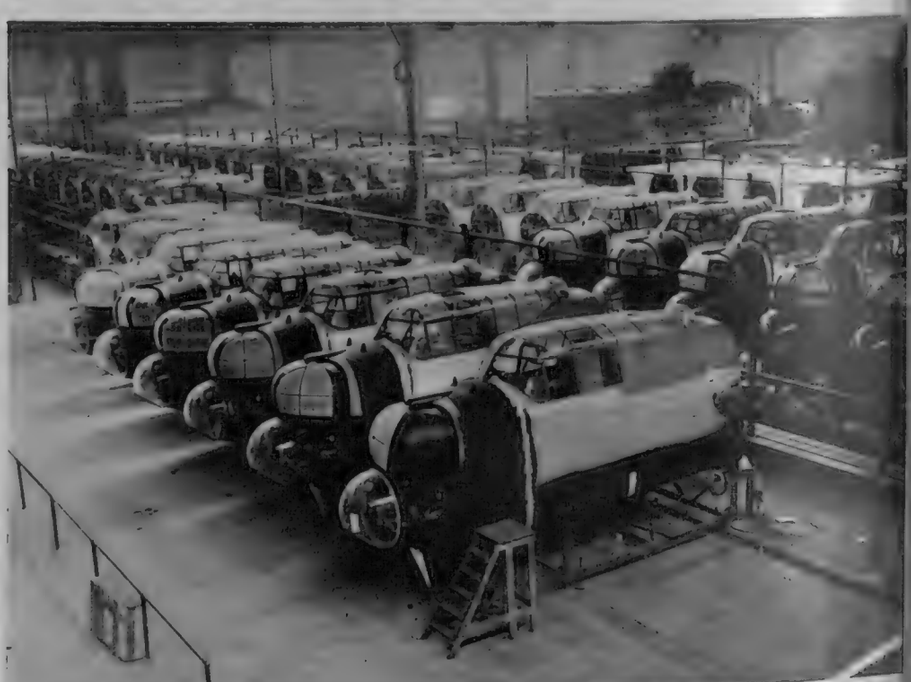
THE WAR BY AIR

Pictures of Developments and Incidents During the Offensive in the Skies

—With Special Sphere Drawings

The Stirling is amongst our biggest bombers: it weighs some 23 tons, and was designed for the job of carrying a big tonnage of bombs over long distances—and not for aerobatics. Yet during its return home from a recent raid on Turin before Italy threw in her hand, one of these big machines turned night fighter, and with good results! Over France, the crew saw a Nazi night fighter speeding along behind another British bomber 2,000 ft. below, evidently intent on destroying it. The Stirling pilot at once put his aircraft into a steep dive and, with the gunners ready, attacked the German at 300 yards range. The Canadian front gunner and bomb-aimer gave the Nazi two bursts of fire and the enemy fled, probably damaged. Both British aircraft then resumed their course for home. The Stirling is very well armed: it carries a normal crew of seven. There are four power-operated gun turrets, each armoured, which accommodate a total of ten Browning machine-guns.

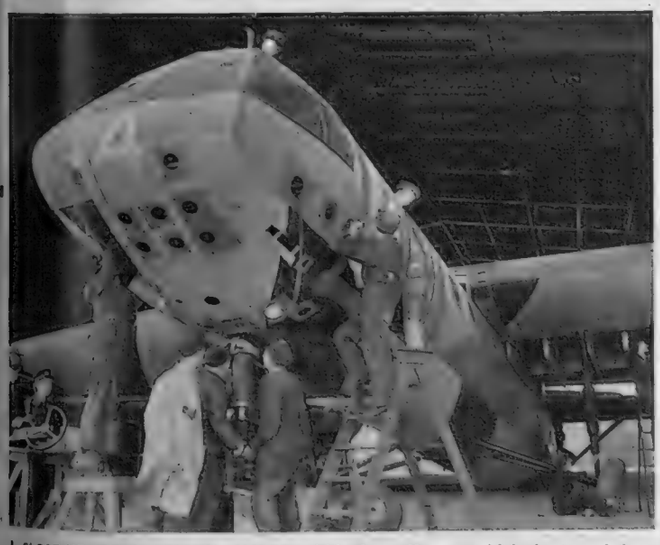
THE GROUP CAPTAIN'S "WOP SWATTER." Group Captain J. A. Powell, D.S.O., O.B.E., commands an R.A.F. Bomber Wing in North Africa: he is called the "Wop Swatter" because of his habit of using an ordinary fly-swatter as a pointer at briefings. Recently, some of his crews completed their tours of operational flights and became due for posting to Britain. They decided to present the Group Captain with a more formidable swatter, one made of metal. Now he appears at briefings with this much better implement!



A PICTURE EXPRESSIVE OF BRITAIN'S GROWING MIGHT IN THE AIR: The famous heavy Lancaster bomber being prepared by the hundred in a Ministry of Aircraft Production factory in the north-west of England. The Lancaster is one of the "big three" amongst four-engined aircraft: its bomb-load and its range are alike prodigious. In the present intensive offensive against Germany and the Occupied Territories it is playing a very large part

A NEW "ROCKET" WEAPON WHICH THE GERMAN FIGHTERS HAVE BEEN DROPPING ON THE AMERICAN FLYING FORTRESSES during daylight raids over Germany. Fired from a rocket gun, it consists of a string "of about twenty-five black missiles, each the size of an orange"—*Drawing by Roland Davies*

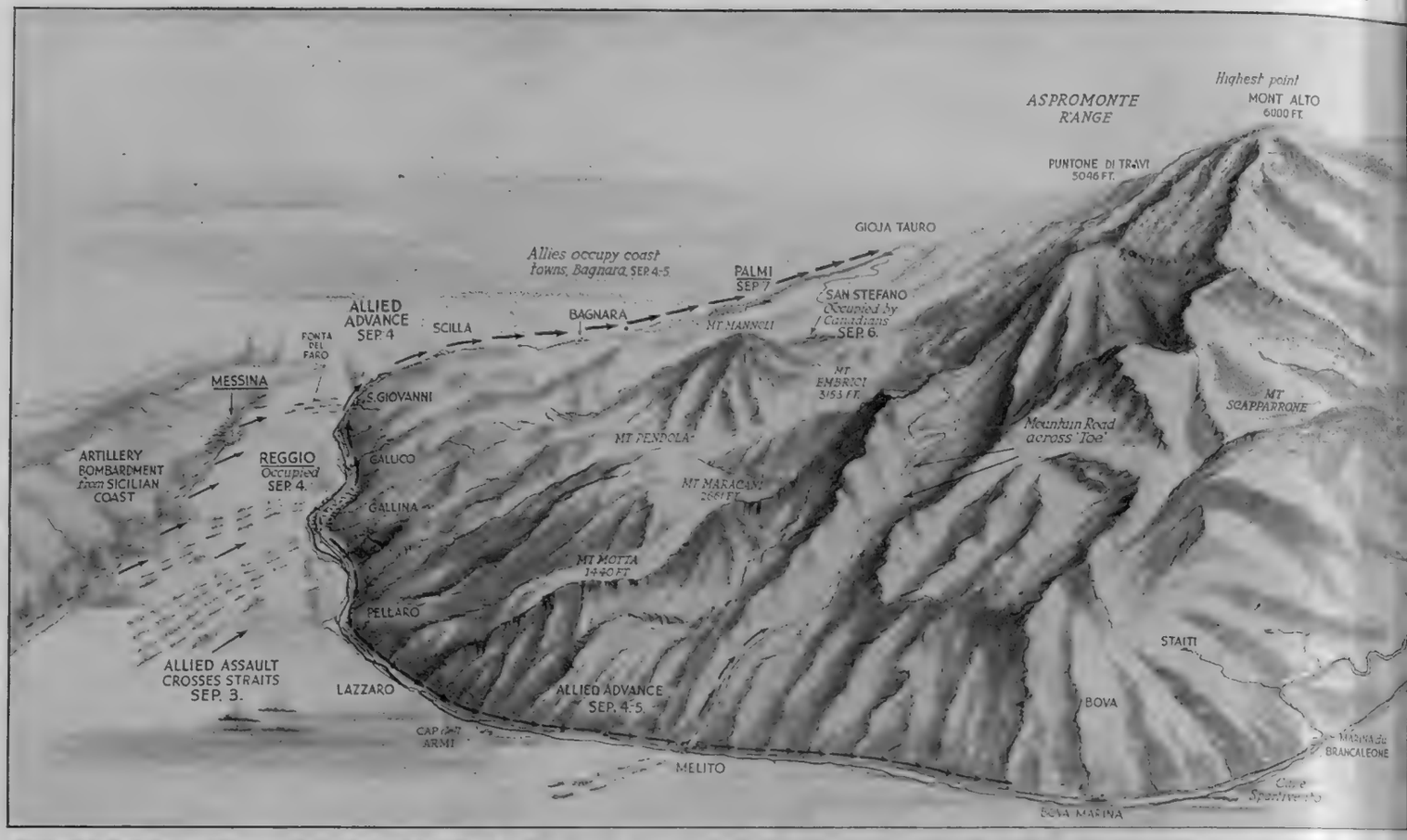
During the raid on Regensburg, pilots of the Flying Fortresses which took part reported that the German fighters which came up to oppose them tried to drop aerial bombs on the big American bombers. Apparently, the weapon used for this purpose is new: "It is a gun, possibly a rocket gun," said one report. It fires a string of about twenty-five black missiles, each about the size of an orange. These explode with great force. Apparently, the missiles are fired at a range of 2,500 yards, well outside the range of ordinary cannon-fire. Not only were they fired from a distance, but Messerschmitt 109's, attacking at close range, also used them. One American officer who participated in the Regensburg raid reported that three Forts were shot down by this means. The drawing above shows the appearance of the black balls in the air. On the left is the tail of a Fortress under attack: away in the distance are three German F.W. 190's.



A CLOSE-UP OF A BRITISH GLIDER. This is a Horsa, which is towed into action by a "tug" plane. Flight mechanics, instrument repairers and fabric workers are here servicing one between flights

On right—A BRITISH PARATROOP'S ADVENTURE IN MID-AIR. A courageous sergeant attempts to rescue a parachutist whose apparatus was caught after he had jumped from the aircraft—*Drawing by Roland Davies*

Almost every hazard in paratroop training has been eliminated; but recently the rigging of one pupil was caught on the static line of the aircraft, leaving him suspended below the plane. With great presence of mind, a sergeant (also wearing a parachute) climbed down hand over hand in an effort to free the trapped pupil. Then his parachute was pulled open, and he landed many miles away from the intended dropping zone: he was found later, after cars, aircraft and motor-cyclists had searched for hours. The trapped pupil was eventually hauled back to the machine after a grim tug of war by the other pupils in the aircraft.



THE GREAT "TOE" ACROSS THE STRAITS OF MESSINA AND THE HILL COUNTRY OF THE ASPROMONTE RANGE now held by the British and Canadian forces which landed on the Italian beaches—*Drawing by Foros Horne*

BEFORE ITALY'S COLLAPSE

—The Landing on the Mainland, on the Rock Mass of Aspromonte in the "Toe" of Italy

—With a Note on the British and Empire Divisions Engaged in Sicily

Following a heavy artillery bombardment of the Calabrian shore and an air bombardment of the "toe" of Italy, the long-expected amphibious assault was made on the mainland of Italy on September 3. Although not known at the time, it was on this day that the Italian armistice was actually signed. Two Allied armadas crossed the Straits of Messina, one moving towards San Giovanni and the other towards Reggio. Both these objectives lie on narrow flat shores backed by the foothills of the Aspromonte massif. Both to the north and south of these positions the hills run sheer down to the sea as steep cliffs. A narrow shelf at the base of these is just sufficiently wide for the road and railway line. The only really wide level stretch of country lies to the north of Gioja Tauro, and this is in the nature of an alluvial river estuary.

Aspromonte climbs to its highest point at Mont Alto, through a series of peaks. There is a striking linking together of these peaks on a ridge running upwards from Lazzaro, a seashore point north of Cap dell' Armi, which was in ancient times regarded as the termination of the Apennines. Cicero landed at Cap dell' Armi in 44 B.C. after the murder of Cæsar. From this point the first peak is Mt. Motta, 1,440 ft.; next follows Mt. Maracani, with Mt. Embrici still higher up at 3,150 ft.; this height is topped by Puntone de Travi at 5,046 ft. The summit is reached at Mont Alto, over 6,000 ft. above sea-level. (Some authorities give the height as 6,420 ft.) A subsidiary height known as Mt. Elia lies at the back of

THE DIVISIONS which FOUGHT IN SICILY Have Now Been Named

Now that the campaign in Sicily has been brought to such a successful conclusion, and in such short a space of time—thirty-five days for the island's total subjugation, as against the ninety days which had been planned—it is possible to name the British and Empire Divisions which, with the Americans, achieved this fine result.

"The Eighth Army which fought in Sicily was by no means the Eighth Army of Africa," reported one Special Correspondent. Of its five Infantry Divisions, three (the First Canadian and the 5th and 78th British) had not been members of it before. Of the remaining two, the 51st Highland Division had not joined the Eighth Army until shortly before El Alamein last year. Only the 50th (Tyne and Tees) was a veteran unit of the Eighth Army, and it had much the longest battle experience of all the troops in Sicily. The Canadians had had no battle experience, and the 5th British Division very little. In addition, there were a number of troops from Malta who were new to the Eighth Army and who had never been in action before.

"The two desert divisions—the 50th and 51st—in spite of all their long and glorious service, had to go to school again with the new boys and even start below them in certain subjects," states the correspondent quoted above. The 78th Division, which fought so brilliantly in the jumbled country around Centuripe, were "old hands," and were skilled in the arts of ambush as practised by the Germans. The 50th fought hard in the desperate fighting at Primasole; the 51st did equally well at Vizzini; and the Canadians and the Malta units fought through from Leonforte to Regalbuto.

The desert Divisions suffered more than any others from the physical strain of the campaign. For all of it was severe: transport was continually held up by German demolitions of bridges and roads, which forced the troops to do a great deal of marching on top of the endless climbing which mountain warfare entails. All this had to be done in a heat which was greater, certainly more oppressive, than that of Tunisia during our final offensive there. The marching bore heavily on the desert Divisions, who for so long were hardly ever separated from their transport

A NIGHT PICTURE OF THE AXIS "DUNKIRK," when Wellingtons were strafing the escaping troops at Messina. A picture which shows fires burning on the evacuation beaches near the coast at Cape Peloro, near Messina, during a night attack by bombers of the R.A.F. and R.C.A.F.

***On left*—THE TROOPS WHO TOOK PART, and what they achieved.** Five British and Canadian divisions, consisted of 80,000 men. They were landed on the island in forty-eight hours; they advanced during the final stages at the rate of two miles a day. The campaign was over within thirty-five days

ONE OF THE FEW PICTURES EVER TAKEN IN THE BRENNER PASS, showing the main railway line as it passes through near Bolzano. While British and Canadian troops were making their initial landings in the "toe," Allied bombers carried out a heavy attack on the Brenner and successfully severed the communications at Bolzano and Trento

Bisignano. The mountain-slopes are covered here and there with pine- and beech-trees. The height and size of this great rock mass is not observable when viewed from near the coast, only the foothills standing out.

Communications in the district of the "toe" are few and difficult. There is one road track which crosses the massif, in addition to the coastal roads leading south and south-west. This climbs up by violent zigzags from Melito to San Stefano, a small place high up in the folds of the hills. There are also a few hill-perched villages inland to the east of Reggio and San Giovanni. These, with San Stefano, were occupied on September 5. On September 9 came the news of the Italian capitulation

THE HILL TOWN OF CASALBUONA, which lies on the coast road from Reggio to Salerno, and which is typical of many of the Calabrian towns which our men encountered

THE WHOLE OF THE ITALIAN MAINLAND and its relation to our bases in North Africa and Sicily. For the immediate operations against the "toe" of Italy, the newly won island of Sicily provided our landing forces with close-up bases, such as Syracuse, Catania and Augusta. But the principal bases for the supply of all the necessary fighting equipment remained in Tunisia, the great bastion at the western end of the Mediterranean. From here to the "bridgeheads" in the "toe" the distance by sea is about 330 to 400 miles, according to which route is chosen. The distance to such a key city as Naples is not much farther: in fact, whole stretches of the western freeboard of Italy were laid wide open to attack from the sea. Had not Italy capitulated when she did, we should probably have heard of naval bombardments all along her vulnerable coastline, as well as never-ceasing attacks from the air. As it is now, Italian airfields and other bases will serve the Allies for their further assaults on Germany and her vassals

THE NATURE OF THE RUGGED COUNTRY IN THE ASPROMONTE MOUNTAIN MASS. A mountain road near the Cittanuova Pass, which connects the west coast north of Palmi with the east coast—in other words, the Mediterranean with the Adriatic. This picture gives a good impression of the rocky terrain through which our troops passed within a few days of their landings

SPYING OUT THE LIE OF THE LAND. Generals Eisenhower and Montgomery view the Italian mainland from Messina—a picture taken on August 29, just before the mainland invasion was launched

THE NAVY IN THE MEDITERRANEAN

The Warships which Concentrated Against the Italians to Harry Them by Land and by Sea Before the Surrender

In more than three years of war against Italy in the Mediterranean the efforts of British submarine commanders against Axis shipping never ceased. The Italian merchant navy, as well as the Italian Fleet, were whittled down in such fashion that it will take that country many years to replace them. All round the shores of Italy, on the west coast and on the east, in the Tyrrhenian and Adriatic Seas, no enemy vessel has ever been safe from attack by daring British commanders. Many of the latter have been decorated for their exploits, and all have taken great risks in the pursuit of their calling.

Just before the Italian surrender the Admiralty issued a communique in which they described the manner in which nine more vessels were destroyed by British submarines in the waters around Metropolitan Italy.

Off Corsica, one engaged a mine-layer of the Fasana type and drove her ashore. The enemy vessel was ultimately destroyed by torpedo. In the same area, two large transport barges, wearing the German Ensign, and an escorting naval auxiliary vessel, were sunk by gunfire.

North of Corsica—in the Ligurian Sea—an armed anti-submarine yacht was sunk by torpedo, and a motor minesweeper and a naval trawler (both wearing the Italian Ensign) were sunk by gunfire.

The incident depicted in the drawing by Mr. Montague Dawson on the right occurred off the east coast of Italy in the Adriatic. A large three-funnelled transport was inward-bound for Brindisi when she was sighted by one of our submarines. She was hit by torpedoes and sank within three minutes. In this same area, another enemy vessel—a supply ship of large size—was intercepted and also sunk by a torpedo.

In addition to these successes, another British submarine damaged a medium-sized supply ship, which was intercepted while outward-bound from Durazzo, in Albania

A BRITISH BASTION IN THE MEDITERRANEAN: The scene at Gibraltar, which throughout the Italian campaign was a vital key-point. This picture was taken from the deck of a cruiser as it arrived in the harbour

Below—In preparation for the invasion of the "Toe," on September 1 the two battleships *Nelson* and *Rodney* steamed right into the Straits of Messina, and for an hour battered the land batteries on the Italian mainland north of Reggio. It was a daring venture to send the big vessels so close inshore, and a measure, too, of our control of Italian coastal waters! Accompanying, and protecting, the two "Ugly Sisters" (as the 16-in. battleships are called by the Royal Navy) was a powerful squadron of cruisers and destroyers and monitors. For an hour salvoes of one-ton armour-piercing and high-explosive shells crashed into two forts and into a concentration of 8-in. gun batteries (which were out of range of our land guns in Sicily) near the town of Reggio. The opposition was reported as poor, and soon firing from the land ceased. Throughout the operation R.A.F. fighters provided air cover and also acted as spotters: but no attack by the Axis materialised during the bombardment or later. The *Nelson* and *Rodney* are armed with nine 16-in. guns, the heaviest to be carried by any British warships. They have, in addition, twelve 6-in. guns as well as anti-aircraft weapons. Both vessels were laid down in 1922, and are reduced editions of the 48,000-ton battle cruisers ordered in 1921 and then cancelled under the Washington Treaty. They were nicknamed the "Cherry Trees" when launched, because they were "cut down by Washington." The grouping of the three main turrets and the position of the bridge structure and funnels gives them a very unorthodox and "tanker-like" appearance

JUST BEFORE THE INVASION OF THE ITALIAN MAINLAND AND THE SUBSEQUENT SURRENDER OF ITALY: The two "Ugly Sisters" of the Royal Navy—"Nelson" and "Rodney"—followed by the cruiser "Orion," sail into the Straits of Messina and pour salvoes of 16-in. shells into the Italian land positions near Reggio. For over an hour the battleships and their powerful supporting squadron carried out their work of demolition *(See notes above)*—*Drawing by Wm. McDowell*

FOR OVER THREE YEARS, ITALIAN HOME WATERS WERE MADE UNSAFE FOR HER SHIPPING THROUGH THE ACTIVITIES OF BRITISH SUBMARINES OPERATING: The scene in the Adriatic when a large three-funnelled transport was torpedoed while inward-bound for Brindisi during operations which preceded the Italian surrender. The British submarine commander who discharged the torpedoes reported that the big vessel sank within three minutes (*See notes at left*)—*Drawing by Montague Dawson*

AT THE BASE OF "THE ROCK" WHICH GUARDS THE ENTRANCE TO THE MEDITERRANEAN. A Liberty boat from a newly-arrived British cruiser sets out with men going ashore on leave. During recent weeks the harbour has been alive with shipping of all descriptions, in preparation for the assault on the Italian mainland. Despite Axis bombings of the harbour, Gibraltar has never ceased to be one of our European key positions

LANDING CRAFT

The Types Perfected by the Allies for their "Amphibious Operations" Against the Fortress Europa

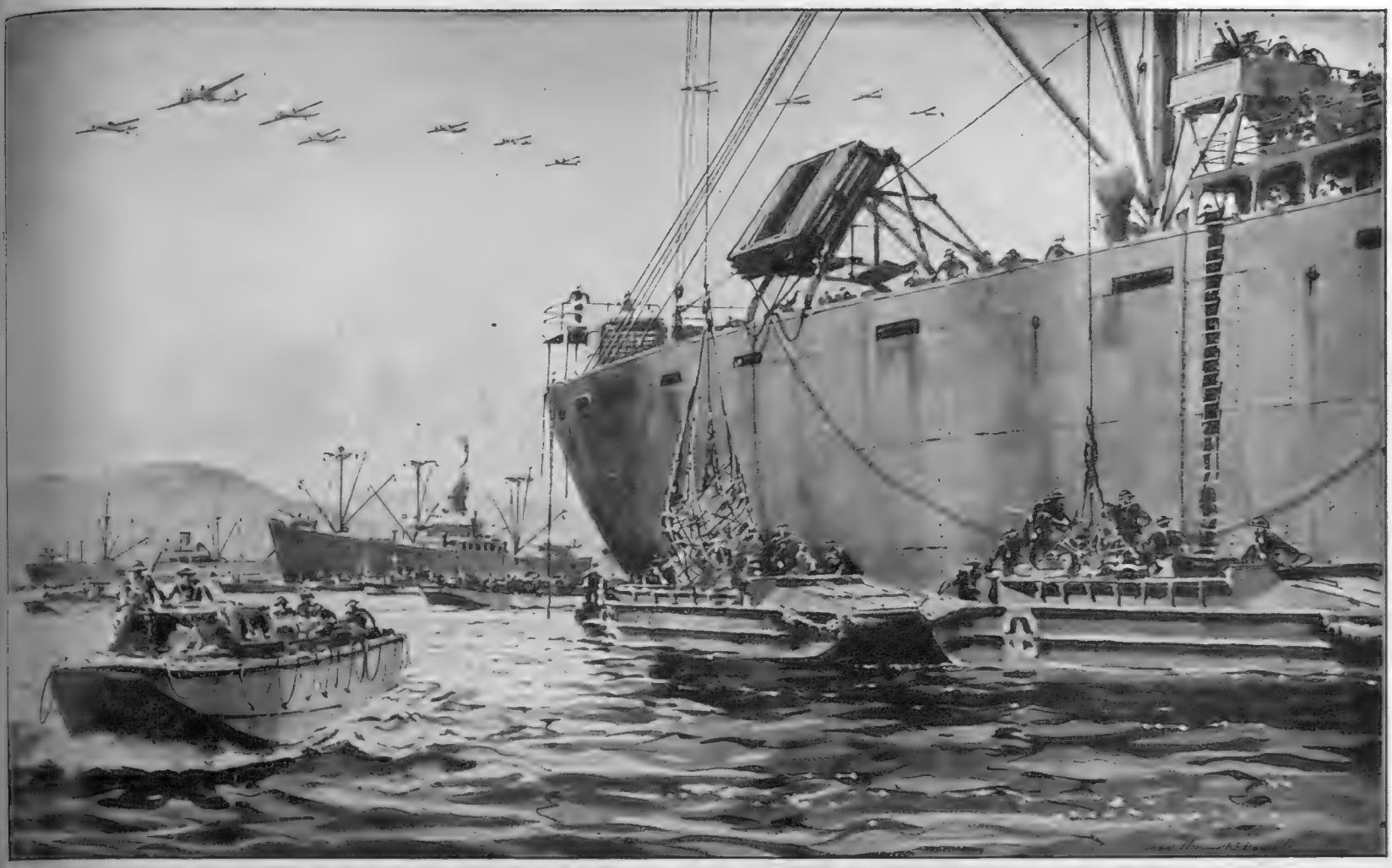
THE ARMY HAS ITS OWN NAVY, IN THE SHAPE OF "MOTOR-BOAT COMPANIES" OF THE R.A.S.C. Gun crews standing by in a Tank Landing Craft for the run-up to the target: upon arrival there, the guns will be landed to assist the assault parties which have already been put ashore on the enemy's coast

The importance of specialised Landing Craft for invasion purposes was first demonstrated in Sicily, and then again demonstrated in the attack on the Italian mainland. Starting virtually from scratch, Britain and America have now built up vast fleets of craft, all intended to assist in throwing our invasion armies on to hostile shores.

When Hitler was contemplating the invasion of Britain, many of the craft he then intended to use consisted of Dutch and Belgian barges cut in half in the crudest manner. Our vessels are carefully designed, well-built and sturdy; each type has one specialised function, or set of functions, to perform.

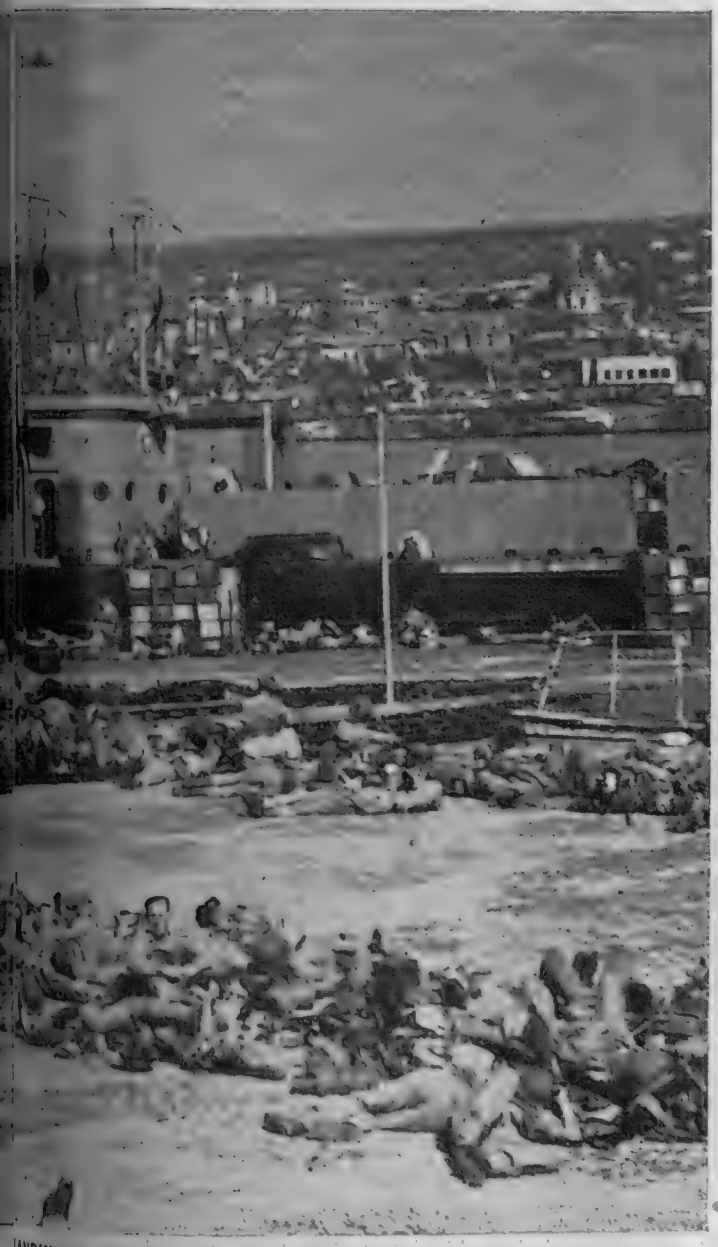
In invasion, speed is of the utmost importance. Speed—coupled with the ability to throw the largest concentrations at any desired spot. How successfully this has been achieved, recent Allied operations amply demonstrate!

READY FOR THE INVASION OF ITALY BEFORE THAT COUNTRY'S SURRENDER TO THE ALLIES: BRITISH TROOPS WAITING TO BOARD THE INFANTR on the "Toe" had been assembled in Sicilian harbours: from here they crossed the Straits of Messina at dawn on September 3. All the primary objective at least 40 miles of the Calabrian coast had been firmly secured and the heavier equipment and more troops had been put ashore on th



THE LANDING OF MEN AND WEAPONS IS ONLY ONE PHASE OF AN INVASION. Once the bridgehead has been established it is then the work of the bigger ships which follow to bring the vast quantities of stores that are required by the invading army—*Drawing by Wm. McDowell*

After the assault parties have gone ashore, it is necessary to land such essential things as heavy guns and their ammunition; spare parts, medical equipment, and—above all—food. For no invading army of size can be expected to "live off the land." This drawing shows a scene at an invasion "bridgehead." Liberty ships, specially designed to carry military equipment, are discharging their stores into landing barges: to do this, the various goods are slung from the ship's hold and overside in rope baskets. Note the new-type life-saving raft on the ship's bulwark: it is arranged on skids, to be capable of launching swiftly in emergencies. All merchant ships to-day are equipped with life-rafts of one type or another, in addition to the usual lifeboats. In transferring stores to the shore, the American-built "Ducks" have a great advantage—they can moor alongside the ship, take on a load, and then transfer the latter right up to inland dumps, instead of unloading on the beach: by this means considerable time and labour are saved



LANDING CRAFT IN CATANIA HARBOUR. Many of the troops put ashore were successfully attained in the first rush ashore; and three days after Italian mainland. Then came news of the great surrender!

MOVING A MODERN ARMY ACROSS RIVERS: A Bren-gun carrier swims a stream. During the crossing the rotating tracks of the carrier itself are used for steering

HEAVING ITSELF UP ON TO THE SHORE. The carrier moves ahead under its own power once it has forded the stream. These two pictures were taken at a School of Military Engineering in the North. They show the skill with which a modern army can now be transported across water, using only the equipment employed in land operations. The Bren-gun carrier above, buoyed-up with flotation gear, actually swims streams under its own power—the tracked wheels supply the necessary propulsion and steering

The GERMAN CAPITAL under BOMBARDMENT

The Opening of the R.A.F.'s Campaign of Night Bombing, and the Results which have been Achieved in the First Rounds

WHEN BERLIN FIRST WOKE UP TO ITS GREAT PERIL. It was towards the end of July that Berliners first began to learn by the lessons of Hamburg: they then began to realise that they were next on the list for the attention of the R.A.F., when the nights grew longer. Hundreds of them, under instructions, began to dig shelters out in the open: Hamburg had taught them that shelters *within* buildings were of little use under the heavy weight of bombs dropped by the R.A.F. A great swathe was, therefore, cut around the city, for the people to shelter in as soon as the alert was sounded

THE ERECTION OF "FLAK TOWERS" ALL OVER GERMANY. In order to drive off the bombers, a wholesale erection of such buildings was begun some months ago, extending from the coast right up to Berlin. At the top of each high tower, quadruple anti-aircraft guns were installed: around the capital, in particular, there are clusters of such buildings working in collaboration with the searchlight batteries. Our pilots have given vivid descriptions of the barrage these guns have put up during recent raids on Germany

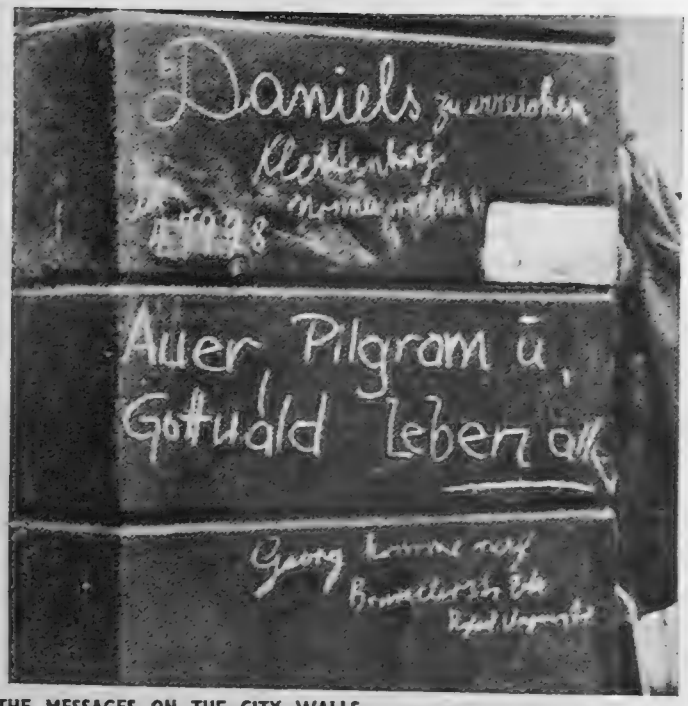
THE SCENE AFTER A BIG R.A.F. RAID, with well-to-do refugees sleeping in the open air. So far, the people of Berlin have largely been spared the horrors of war within their own country: but now they are beginning to learn something of the sufferings of the Poles, Belgians, Dutch and French. This picture was taken after a big raid by the R.A.F.: homeless men and women have had to take their few remaining belongings and sleep out in the open during their flight from one of the target areas. When it was "foreign" refugees it didn't matter—now the Reich itself is under bombardment . . .

BERLIN PEOPLE FLEE FROM THE BOMBERS. The evacuation of the German capital was made "according to plan," so we were told by the Nazi news agencies when the population began to leave Berlin just before the British raids began. But there appears to be little "plan" in such a picture as the above—one family is carrying its personal belongings in a clothes basket; another is using a perambulator for the same purpose: all were intent on getting away as quickly as possible. When the raids began in earnest, still wilder scenes of evacuation were witnessed in the German capital

LINING UP FOR FOOD IN A BERLIN STREET after a giant "saturation" raid by the R.A.F. Emergency rations were issued to the hastily-clad Berliners, who had suffered a night of terror such as they had never previously envisaged

THOSE WHO FOUND SAFETY IN THE OPEN FIELDS AND WOODS. A few hours before this picture was taken a strong force of Lancasters had dropped 1,000 tons of bombs in twenty minutes on Berlin. Many of the city's population had prepared for the raid, however, by taking to the fields and woods around the capital: thus they escaped the very worst. Emergency kitchens and voluntary workers went to their assistance—in the same way as similar work was carried out in Britain when this country was being drenched with bombs by an over-confident High Command and an all-too-willing *Luftwaffe*

FIGHTING THE FLAMES THE MORNING AFTER. Chains of buckets are used by a party of women after the "saturation" raid of September 3. This picture shows quite a number of interesting things: firstly, the absence of menfolk; secondly, the absence of proper fire-fighting equipment; thirdly, the duration of fires long after the last bomber had left; fourthly, the cheerfulness of women who had endured a night of heavy bombing. In the last-mentioned respect, it would appear that the Berliners (or those who remained in the city) are quite up to the London and Coventry standard!



THE MESSAGES ON THE CITY WALLS. Thousands of homeless refugees are in flight from the target areas: thousands have lost their friends and families and are trying to find each other. These messages have been chalked on the side of a wall to tell the names of those who have survived the night's blitz and where they can now be found

A GERMAN CATHEDRAL IS BURNED. Among the buildings destroyed in Berlin is the Hedwigs Cathedral, greatest Catholic church in Germany. The interior was completely gutted and the fire burned for hours. Notice, in this picture, that only one fire hose is being used—possibly because many other fires were making claims on equipment and fire-fighting personnel

TWO OTHER SCENES FROM THE GERMAN CAPITAL. *On left*—A vegetable patch in the centre of Berlin shortly before the harvest. *On right*—Civilians turn out to garner the crops

The world knows how Britain stood up to the heavy bombings of 1940-41, when Hitler avowed his intention of "rubbing out" London, and when the term "Coventrate" was coined by the Germans. Now the world is having an opportunity of seeing how Germany—and Berlin in particular—is responding to similar treatment. Already, the German capital has experienced raids on a scale far heavier than was ever envisaged when the *Luftwaffe* was battering London and the other big towns of this country: now, the majority of Englishmen are looking forward to the complete elimination of Berlin in the course of the raids which are still to come. Mr. Churchill has indicated that bombing to the full is to be pursued in an endeavour to discover what real effect this might have in the weakening of Germany's will to continue to wage war. The pictures reproduced here show the conditions in the German capital up to date.

THE GESTAPO CHIEF INSPECTS THE DAMAGE. This picture of a grim-visaged Heinrich Himmler (on left) was taken during a recent tour he undertook through areas in Germany blitzed by the R.A.F. The location of this rural target was not given by the Nazi censor, nor was the damage itself allowed to be shown. Herr Himmler must be making quite a number of such tours just now—and preparing for still more in the future!

SICILY WAS "AN IDEAL BATTLE SCHOOL" FOR THE ALLIED INFANTRY. A sudden enemy ambush is revealed, forcing our troops to deploy instantly to avoid casualties. This was a delaying trick which the Germans often employed in Sicily; but the lesson was quickly learnt!—*Drawing by W. G. Whitaker*

One of the arts employed by the Germans during their retreat on the island of Sicily was to arrange ambushes to catch our troops whilst they were advancing, say, in loose column formation before they could "deploy." This military term signifies a movement in one, or possibly two directions—the troops spreading out in open order and taking advantage of any cover which offers itself. This is an operation which has to be done instinctively and with great rapidity, for a second or two of fire from concealed multiple guns may cause heavy casualties on a body of men not "deployed." Nearly all the troops engaged in Sicily had something to learn, and a chance to learn it in the best possible conditions, against an enemy who knew every trick of the game but who was not strong enough to inflict heavy casualties on our men. The Germans fought a continuous rearguard action, the essence of which was to force us to deploy as often as possible by the fire of guns, mortars and machine-guns posted at every strategic point; to make us stage an attack on every town, but to withdraw before we could actually catch him in it; to delay our guns and transport by blowing up every bridge and blasting craters in the few roads at points where we could find no easy way round; to sow mines and lay ambushes; to drop parachutists; and to harass us constantly. It takes resolute and skilful troops to make the most of such tactics.

"THE ART OF PURSUIT"

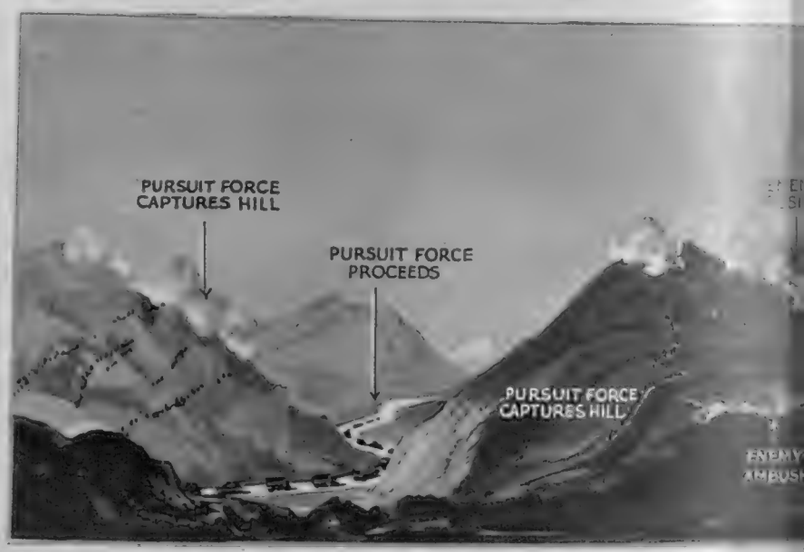
A Military Lesson of the Sicilian Campaign, when we Mastered the Art of Pursuing a Retreating Enemy

—With Special Illustrations by Sphere Artists

The British Army, for so long on the defensive, has now learned the art of pursuit, according to General McNaughton, the Commander of the Canadian Army in Europe. This is a very valuable addition to our tactics. Recent war experience has, in fact, meant the learning of "the art of pursuit" upon roads. "I think it must be admitted," writes one Correspondent, who has himself accompanied our Army during its advances, "that our Army is in danger of becoming too road-bound. That is always the danger which any modern mechanised army must face. A road-bound pursuing force dependent on motor transport for its supply is liable to be slow in the face of the demolitions the enemy has left in his path."

With this point, the series of drawings given here begins. All have been taken from actual conditions experienced during the campaign in Sicily. In the first and second drawings the fractured roadway, confined by hills and a mountain torrent, faces the sappers and the entire British column. A pause is unavoidable; and the enemy soon shows that he has the site marked down. Shells begin to burst with awkward precision; the column must go temporarily into reverse, with a hillside providing cover from which the next moves can be organised. The troops must then debouch, with appropriate hill guns to right and left, and the enemy must be "winkled out," as the Correspondents genially phrase it—a process often extremely arduous if, as in the case set forth here, a mountain torrent adds to the difficulties of the ground. The troops have to force their way over boulders of varying size—a test for the strongest lungs. At last the enemy heights are taken, the road is repaired, and the pursuit continues. There have been a certain number of casualties owing to collisions with ambushed machine-gun nests deliberately left behind by the enemy for the purpose of catching out the advancing Pursuit Force. The victims of the machine-guns may be men returning to the main column after cleaning a hill-top, or they may be men in the main column itself advancing along the roadway in the wake of the mine-clearing sappers.

The two larger drawings show the course of subsequent operations. A stretch of freer road ensues and the pursuit covers several miles, when again the column is held up. This time it comes from the debris of a heavily bombed town or village. A dilemma this which, at the present moment, it seems difficult to avoid. The bull-dozers now have to go ahead and clear the main street, an operation which takes a little



III—A PANORAMA SHOWING HOW THE PURSUIT FORCE HAS TO CLEAR THE HILL COUNTRY throughout Sicily presenting special problems. The nature of the country is such

IV—THE PURSUIT FORCE NOW ADVANCES SO RAPIDLY THAT IT OFTEN "INTRUDES" INTO fire, until both aircraft and infantry are warned of the true state of affairs and

THE ART OF PURSUIT : I—The enemy demolishes the roadway and halts the Force in pursuit, while engineers examine the possibilities of repair. All this time the pursuers come under heavy fire from the hills

II—THE PURSUIT COLUMN RE-FORMS under cover of the hills, and the infantry debouch to left and right to attack the enemy positions on the hills and to "winkle out" the guns and the snipers. The advance then goes forward

fine. It is not easy to determine in what strength the enemy is holding the village or rock-perched town. In some cases, his main forces have undoubtedly been placed on adjacent hills; town and hills have then all to be cleared.

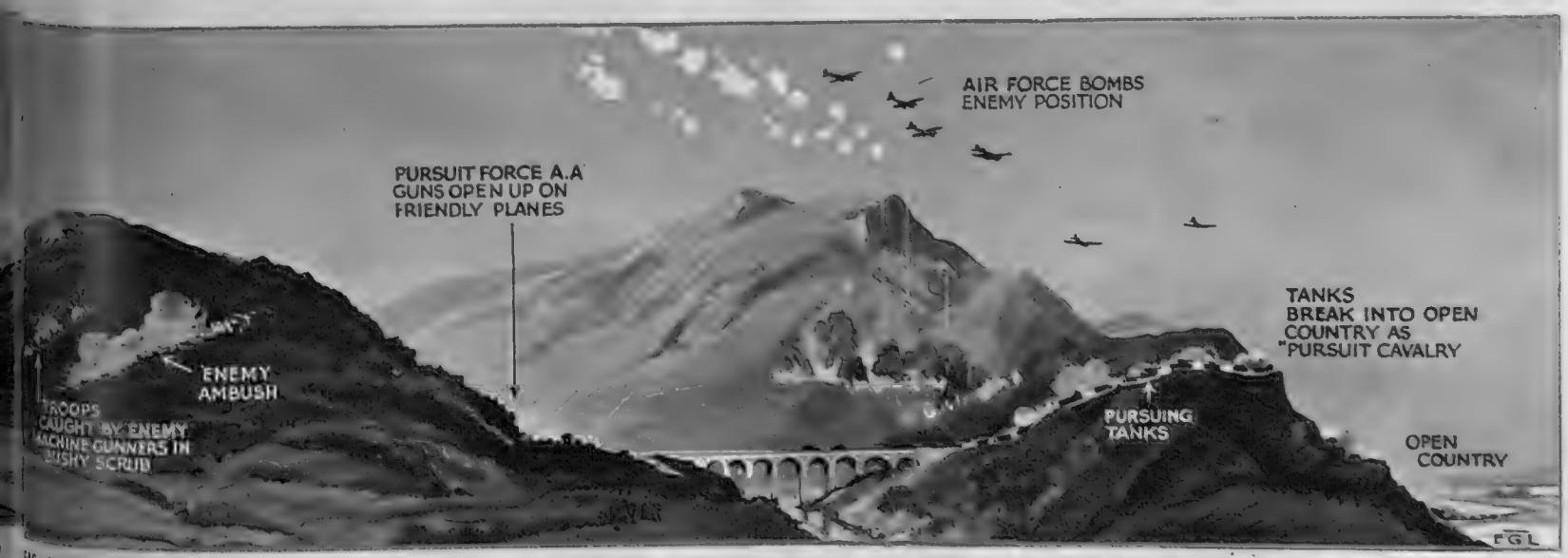
These operations are, however, successfully accomplished and the Pursuit Force rushes forward. If care is not taken, impetuosity may carry them beyond the "bombing line," the limit of a pre-determined area which is in process of being bombed by Allied airmen. Warm words pass for a brief season; but it may not be all one way! The A.-A. gunners, finding bombs dropping at unwanted spots, begin to "square" the upper atmosphere while the shells are bursting. Again, warm words pass. But at length the Pursuit Force climbs over the last range of hills; the tanks dart forward; the open country is in sight. They can now become the pursuit cavalry of the column, a role which they enjoy and are eminently well equipped to carry out

Tactics such as those outlined here were quite successfully pursued in Sicily: the Eighth Army were all prepared to put them again into practice: but with the collapse of Italy on September 8, however, the men of the Eighth were freed from further fighting in the hill country of Southern Italy: they will now have to wait before putting in some more practice!

PLACED TO HOLD UP OUR INFANTRY ADVANCE: A German 88-mm. anti-tank gun placed in the wreckage of a Sicilian town

THE IMPORTANCE OF ROADS IN HILLY COUNTRY. Guns of the 51st Highland Division moving up past an important road junction

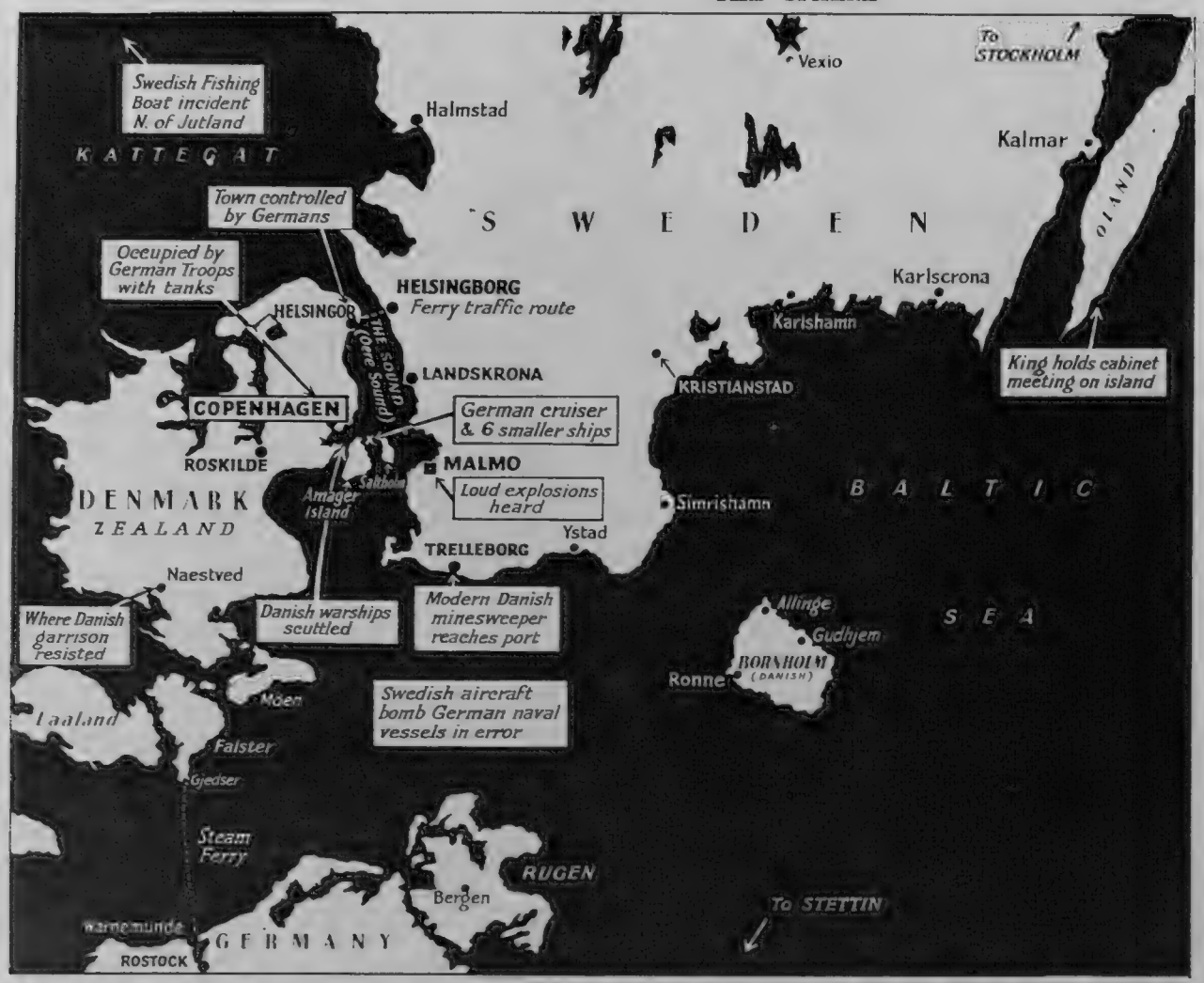
LONG THE LINE OF ADVANCE. The advancing columns are still further held up by wrecked towns and villages, with hill-towns such as were encountered but there are no "ways round" the very serious obstacles on the road. This accounted at many points for the delays in the advance, and the R.A.F. had to be called upon to clear the enemy out of many key positions



EAS UNDERGOING BOMBARDMENT BY OUR OWN AIRCRAFT, and thus suffers from our own bombs: the bombing planes, in return, encounter our anti-aircraft th are called off! When matters have been straightened out, the tanks of the Pursuit Force are then able to push on ahead and act as pursuit cavalry. And he whole advance becomes materially accelerated—*Drawings by E. G. Lambert*

The GERMAN OCCUPATION of DENMARK

How, and Why, it was Carried Out by the Nazis in August



THE TWO NORTHERN COUNTRIES EMBROILED WITH THE NAZIS—DENMARK AND SWEDEN: A map which shows the danger areas, where the "incidents" accompanying the German occupation of Denmark occurred, as well as the points at which Sweden, too, became involved with her overbearing Nazi neighbours

THE Germans are now holding Denmark by armed force, no longer able to maintain the fiction that it is a free land, enjoying its own Government, under the protection of a kindly Germany. For nearly three and a half years Berlin has asserted that it was a model "protectorate," an example for other occupied countries, but the increasing resistance of the Danish people forced the Nazis to take action, and on August 20, 50,000 German troops took possession of Copenhagen.

The immediate cause for the breaking down of the "protectorate" was the persistent sabotage, which had been steadily going on throughout last winter, and growing in strength month by month. The Danish Government, under its pro-Nazi Prime Minister, Scavenius, had sought to curb this outbreak, but the Germans did not consider the sentences were severe enough to instil terror, and wished for a death penalty to be enforced, contrary to Danish law. For a long time the German authorities had refused to allow the Press to mention the damage done by the saboteurs, but in April last they ordered prominence to be given to it, under the idea that the Danes would be angry at the "senseless destruction of Danish property." Newspapers became filled with details of factories blown up, electrical plants destroyed and great fires started.

In August there was an outbreak of general strikes in many towns, particularly in Odense, Aalborg and Esbjerg. At Esbjerg a state of siege was proclaimed on account of the destruction by fire of a large stock of fish destined for Germany. Immediately every shop, office, bakery, post office and police station ceased work, and the Germans were obliged to give in. When Sweden refused to allow any more of the leave trains for German soldiers, returning from Norway, to pass through the country, that traffic was switched to Denmark, and added fuel to the rising indignation.

On August 4 the Danish Government was presented with an ultimatum brought by Dr. Werner Best, Plenipotentiary from Berlin, demanding that saboteurs should be tried by German courts-martial, subject to imprisonment in Germany or to the death penalty. In spite of the pro-Nazi Scavenius, the Danish Government refused to consider this demand, as it was against their law which they had been permitted to retain under the German "protectorate."

At last, General von Hanneken, Commander-in-Chief of the German Army in Denmark, took drastic action, and on Sunday, August 29, proclaimed martial law as the Danish Government was no longer capable of maintaining order. King Christian was confined to his summer palace at Sorganfri, and the Crown Prince was in custody at the Amalienborg Palace in the capital. The small Danish Army put up a short, but gallant resistance, well knowing that the struggle was hopeless, but eager to show that they were part of the general resistance to Nazi power. The admiral in command of the Navy had just time, before all telephone communication stopped, to get a message through to his ships, telling them to escape to Sweden, or scuttle their boats. Twelve of these managed to reach Malmo and Landskrona, in Sweden, the others were scuttled, while the naval forces fired their ammunition dumps at Naestred (40 miles south-west of Copenhagen) the

COPENHAGEN OCCUPIED BY THE GERMAN ARMY: The night scene outside the Amalienborg Palace, in the centre of the capital, where the Royal Guards fought the Nazis until King Christian ordered them to cease resistance—*Drawing by W. G. Whitaker*

When the Germans entered Denmark in 1940 little resistance, or none, was offered to the invaders; but ever since resentment has been growing amongst the Danes, culminating in acts of sabotage and resistance which gave the Germans the pretext for sending in an occupying army on August 20, as outlined in the article above. The entry into the capital did not pass without fighting, however: apparently, ashamed of their complaisance in 1940, strong resistance was everywhere offered to the Nazis. When it came to the occupation of the Royal Palace of Amalienborg, the Royal Guards put up a desperate struggle, until King Christian himself gave the order to cease fire from his summer residence ten miles away

SWEDEN, TOO, IS HEAVILY INVOLVED (WITH THE DANES) AGAINST THE GERMANS. The Swedish Navy, in particular, has been active in the protection of her territorial waters. This picture shows some of the principal vessels in Sweden's very useful Baltic Fleet—*Drawing by Montague Dawson*

The Swedish Navy is, of course, no match for the Nazi Fleet: nevertheless, it includes a good number of warships which could put up a very fine show in defence of Swedish rights in Swedish waters. The vessel on the extreme left of the drawing above is a destroyer of the Goteborg class: these are warships of 1,040 tons, all of which are fitted for mine-laying. They have a length of 310 ft., and carry a complement of 130: their armament consists of three 4·7-in., and other lighter, guns, and they have a speed of 39 knots. Next comes the cruiser *Gottland*, of 4,775 tons: she mounts 6-in. guns, carries eight aircraft, a complement of 480, and has a speed of 27 knots. The *Drottning Victoria* (second from right) is a "Coast Defence Ship"—in other words a battleship. She is a vessel of 7,120 tons, with a complement of 450: her guns are 11-in. weapons mounted in turrets fore and aft; and her speed is 22½ knots. The *Gustaf V*, in the foreground, is similar to the *Drottning Victoria*, but she was modernised in 1936-37, and her armament modified. Her tonnage is slightly heavier—7,275, against the *Drottning Victoria's* 7,120 tons

biggest fighting took place, requiring the Germans to use dive-bombers and tanks to quell resistance. It was over by the next day, the 30th, and the Germans could announce that the Danish Army and Naval forces had been disarmed without "any incidents worth recording." This was doubtless true from the German point of view, but to the Danes it had meant much. It had ended their period of apparent acquiescence in German rule, and had placed them openly by the side of the Allies.

Very little news has been received from Denmark since August 29, as all telephone and telegraph communication has ceased, and the only information came from those who had managed to escape to Sweden in small boats. It is known that the Danish Government resigned and that Best has been unable to get any Government to work under him. Various Danish official bodies have agreed to carry on, as the Germans could find no others to take their place.

Fear of invasion was the impelling force which caused the Germans to break up the "protectorate" to which they were attached for political reasons. The security of the coast was threatened by the persistent sabotage; the position of the German army was dangerous unless the country was under full German control. Among the Germans a keen impression prevailed that British parachutists had landed and had been leading the saboteurs in their work.

B. H.

A CROWDED BOATLOAD OF DANES, ESCAPING FROM THE NAZIS, encounters a Swedish patrol vessel. The latter vessel is one of Sweden's *vedettbatar*, built for coastal work. They are roughly the equivalent of the British corvette, but rather smaller. They are 177 ft. long by 19½ ft. beam, and they are armed with two 3-in. guns and two A.-A. weapons; they have a speed of 23 knots. Whilst the Nazis were occupying Denmark, at least 500 refugees managed to make their escape to Sweden: in some cases, no fewer than sixty persons were packed like sardines into vessels hardly bigger than a rowing-boat

MOST OF THE SHOPS IN ODENSE WERE DESTROYED during the riots. Once the model "protectorate," Denmark to-day is the scene of embittered struggles against the Nazis

DURING THE STRIKES IN ODENSE, directed against the Nazis, the Danes had to stand in queues in front of the milk-shops—first fruits of Nazi "protection" and of the New Order"

AFTER THE DANISH-GERMAN FIGHTING. Children playing in a shop which had been demolished by the Danes. The shopkeeper had been supplying the Germans with foodstuffs

THE LAWS WHICH GOVERN MODERN WARFARE

The Meaning of the Term "International Law" and How It Applies to Combatants and Nations. By CHARLES GRAVES

ALMOST every week public references are made to international law. The general public knows less about it than any other law, if only because the aspiring barrister or solicitor realises that there is little or no income to be derived out of its study as opposed to common law, criminal law, and so on. In consequence, there are probably not more than fifty really expert international lawyers in the whole world. International law can be divided into international private law (the law of individuals), and international public law (the law between states, a state being a sovereign political unit having jurisdiction over a definite extent of territory and with complete power to speak with regard to its own affairs). This international public law must be divided into three categories —the laws of peace, war, and neutrality, the latter being most subject to change; for it is almost impossible to be purely neutral and not, in fact, be partial to one side or the other. For example, the United States was neutral for the first two years of the war. In view of our blockade of Germany, however, it was unable to continue its neutral pursuits of selling goods impartially to the Axis as well as to Great Britain.

International law in peacetime is of no particular interest at the moment except in regard to its ancient and interesting history. The modern law of jettison is based directly on the sea laws of the Island of Rhodes dating back to pagan times. Other ancient authorities for the sea code derive from Oleron in Vendaye, Wisby in the Baltic, and the Consolato del Mare of Barcelona.

But the original grand-daddies of international law as we know it to-day are the Dutchman Grotius, who wrote "The Law of War and Peace" in 1625; and Gentili, the Italian who wrote "The Law of War" in 1585. Since then, the two best-known interpreters of international law have been Chief Justice Marshall, of the United States, and our own Lord Stowell, who flourished at the end of the eighteenth century and the beginning of the nineteenth century. One must also refer to Gustavus Adolphus, whose "Military Law" is remarkably up to date, Abraham Lincoln, and Lieber, whose code governs the laws of spies, civil population, and the behaviour of the army in the field.

Generally speaking, the conduct of war among civilised nations is regulated by certain well-established rules known, in fact, as the rules or laws of war. These cover and regulate warfare both on land and sea, many of them having been set forth in treaties or conventions, but others not having yet been incorporated in any treaty or convention. These are commonly called the unwritten rules or laws of war, although they are well defined by recognised authorities on international law, and well established by the custom and usage of civilised nations. Among these so-called unwritten rules of war are three inter-dependent basic principles: (a) the principle of military necessity, under which, subject to the principles of humanity and chivalry, a belligerent is justified in applying any amount and any kind of force to compel the complete submission of the enemy with the least possible expenditure of time, life, and money; (b) the principle of prohibiting employment of any such kind or degree of violence as is not actually necessary for the purpose of the war; and (c) the principle of chivalry which denounces and forbids resort to dishonourable means, expedients or conduct.

The treaties and conventions are the Hague Conventions of 1899 and 1907, together with the Geneva Red Cross Convention of 1929, the latter being designed for the amelioration of the treatment of the wounded and sick in the field armies. There should have been a third Hague Convention in 1940, at which the various controversies relating to submarines and aeroplanes, which had not yet come into being in 1907 would have been settled. No doubt, too, the three-mile limit would have been altered. Originally, this limit was defined when cannon were unable to fire at a greater range than this. Equally, too, the Hague Convention of 1940 would have settled the vexed question of air over the land of the various nations. It would be intolerable, of course, for the air over any given state to be a No Man's Land.

But there is also the question of super-adjacent air. Technically, there is nothing to prevent an enemy spy with a long-range camera from taking photographs of another country's defences if he keeps three miles outside that country. With the aid of an aeroplane, nothing could be more simple than for him to secure a view of everything he wanted. The absurdity of the three-mile limit was shown before the war, when the Japanese had canning ships just three miles off the American coast. It was also shown, when I was in Hollywood in 1938, by the presence of a gambling ship just three miles off the coast, where all the rules of drink and gaming could be safely ignored.

The antiquated character of the most recent Hague Convention (that of 1907) is shown by H.D xiv, which reads as follows: "Discharging explosives from balloons:—The contracting Powers agree to prohibit for a period extending to the close of the third Peace Conference the discharge of projectiles and explosives from balloons." Admittedly, the learned jurists added as an afterthought—"or by other new methods of a similar nature." But even this rule may be said to be of comparatively slight value, because it has been ratified by only the United States and Great Britain, and because its principal object is substantially accomplished by H.R. Article xxiv, prohibiting the bombardment of undefended places. It is not regarded as imposing any restriction upon the use of modern military aircraft against armed forces or defended places.

We now come to the definition of a defended place, such as Rome. It is either a fort or fortified place; a town surrounded by detached forts which is considered jointly with such forts as an indivisible whole; or again, a place which is occupied by a combatant military force or through which such a force is passing. The military railways passing through Rome automatically made the Italian Government's declaration of it being an Open City purely unilateral until evidence was forthcoming that the railways had all been deliberately dismantled within a reasonable distance of the centre of the city.

There continues, however, to be no precedent, apart from Court decisions, for the dictum laid down by learned judges that the air over any country belongs to that country right up to the stratosphere and beyond. Theoretically, bombing from the air is not allowed by international law, and during the sitzkrieg, Great Britain refused to bring about the horrors of war, bearing in mind that the well-known principle of the law of reprisal would justify her taking action of a similar character if the Germans started it. Many people have probably forgotten that it was not until January 13, 1940—nearly four months after the outbreak of war—that the aircraft of either Germany or Great Britain made any effort to attack an inland target. On that day a Heinkel opened fire on a number of French peasants working in a field near Villeneuve. By contrast, a number of our Wellingtons approached a certain German naval base, only to find that the German warships were within three miles of the coast. As a result, they did not attack, subjected though they were to violent anti-aircraft fire. Even now, when total war has been declared, and in spite of our immense air supremacy, we have not used poison gas over Germany because it is against international law. If, however, Germany used it, we would, as the Prime Minister has stated on two occasions, at once bring the law of reprisal into operation.

The Germans have broken the Hague Convention on many occasions. H.V. Article ii declares that belligerents are forbidden to move troops or convoys of either munitions of war or supplies across the territory of a neutral Power. In spite of this, Swedish neutrality has been violated on several occasions. H.V. Article iv lays down that corps of combatants cannot be formed nor recruiting agencies opened on the territory of a neutral Power to assist the belligerents. The Spanish Blue Legion fighting in Russia is a complete infringement of this. The shackling of Canadian officers and men captured at Dieppe is, of course, a flagrant infringement of the Geneva Red Cross Convention of 1929. Here are some of the rules with regard to prisoners of war which are probably unknown to most readers.

All effects and objects of personal use — except arms, horses, military equipment and military papers—shall remain in the possession of prisoners of war, as well as metal helmets and gas-masks. No prisoner may at any time be sent back into a region where he might be exposed to the fire of a combat zone, nor used to give protection from bombardment from certain points or certain regions by his presence. The total area and minimum air space of dormitories, accommodations and bedding therein shall be the same as those provided for the troops at base camps of the detaining Power. The food ration of prisoners of war shall be equal in quantity and quality to that of troops at base camps. Furthermore, canteens shall be installed in all camps where prisoners may obtain at the local market price food products and ordinary articles. Profits obtained by the management of the camps from the operation of the canteens shall be used for the benefit of the prisoners. Subject to special arrangements between the belligerent Powers, officers who are prisoners of war shall receive from the detaining Power the same pay as officers of corresponding rank in the armies of that Power, on condition that such pay does not exceed that to which they are entitled in the armies of the country in which they have served. All disbursements made to prisoners of war as pay must be reimbursed at the end of hostilities by the Power which they have served. Belligerents may employ as workers, according to their rank and aptitude, all able-bodied prisoners of war, with the exception of officers and persons of assimilated status. However, if these request suitable work, it shall be secured for them so far as is possible. Non-commissioned officers who are prisoners of war shall only be required to do supervisory work unless they expressly request a remunerative occupation. Work done by prisoners of war shall have no direct relation to war operations. It is forbidden to use prisoners of war on unhealthful or dangerous work. Any corporal punishment, any imprisonment in quarters without daylight and in general any form of cruelty is forbidden.

FRENCHMEN WHO FIGHT FOR THE NAZIS. If neutrals are not allowed to assist belligerents, surely ex-enemies should not be allowed to do the same—especially when peace has not yet been signed, as is the case between France and Germany! This picture shows Jacques Doriot, pro-Nazi Frenchman and founder of the French Legion (in glasses), who is now a First Lieutenant in the German Army, with some of his Legion officers, on the Russian front. Needless to say, Doriot's name ranks high on the Allied list of quislings and traitors

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

WAR WORK ON THE HOME FRONT

Better Supplies of Stockings and Wine—and Some Recent Pictures of Scenes in the Factories and Mines

THE FIRST OF THE 50,000 VOLUNTEER COAL-MINERS: Some of the fourteen-year-old boys at work below ground in the Markham Main Colliery in Yorkshire. Fifty thousand boys are required for the coal-mines of Britain before April 1945. In response to the Government's appeal, a number have volunteered and have already started their training at Amthorpe, near Doncaster. The preliminary instruction is part of a long-range scheme of training and education which will open for the boys possibilities of free studies up to University degree standard. The first volunteers receive practical instruction on the spot under the supervision of older workmen and Safety Officers: here a group of them are receiving their first lesson underground

WAR WORK IN THEIR PERAMBULATORS: Housewives of Chingford, Essex, collect their quota of "homework" from the depot, and take it away in prams, push-chairs and wheeled boxes. A number of Chingford women have virtually transformed their homes into auxiliary factories: between them they are devoting more than one thousand hours to war production every week. Using a bomb-damaged shop as a depot, they collect small parts of appliances in prams, push-chairs and even soap-boxes on wheels; take them to their homes for assembling; and return them to the shop when the job has been done. Contracts have been arranged with local manufacturers, and as soon as the housewives have finished their household duties they switch over to war work

A DISUSED UNDERGROUND RAILWAY TUNNEL NOW A LONDON MUNITIONS FACTORY. This tunnel lies 60 ft. below ground in a London suburb: part-time workers are employed here nightly in the manufacture of munitions. All are members of the day staff of London Transport—150 men and women, who carry on with their war effort after completing their regular jobs. A sloping subway 750 ft. long and 15 ft. wide forms the principal "shop" of the underground "factory," and the workers include signal-line men, clerks, fitters and traffic supervisors. Most of the work consists of aircraft parts, and many of the machines used are improvised and have been made by the workers themselves

MORE WINE ARRIVES FROM ALGERIA FOR HOME CONSUMPTION: Filtering the wine at a well-known London Wine Vault. British wine-merchants are now putting the much-talked-of Algerian wines on the market at the controlled price of eight shillings per bottle. In the first consignment there were about 20,000 gallons, but bigger shipments are now on the way to England. Algerian wine is very much like a good (but not a vintage) Burgundy. Every effort is being made to get a fair distribution all over the country, and the principal beneficiaries will be the restaurants

A PLEASANT SIGHT FOR WOMEN: Pairing and folding some of the new "Victory" stockings now being produced in good numbers. The new utility stockings are not the *perfect* stocking. But they do wear—girls have worn them every day for eleven weeks, washing them every other day; and in some cases have had to do no darning at all. The new productions include the "731," "765" and "727" stockings, which are cotton and rayon-plated processed to be almost ladder-proof; and the lisle "725" and "728"—a new type. Although these stockings are seamless, they have mock seaming and fashioning and fit well. Before the war the manufacture of stockings was a man's job: to-day women (some of them grandmothers) are working in the factories. Most of the work is being done by skilled workers, but these are gradually being diluted by part-timers and trainees

The World of Books—By Vernon Fane

A BATCH OF NEW NOVELS

From Britain, America and Occupied Europe; An Account of Lord Beaverbrook in Whitehall; and Other Books of the Week

IN her sensitive introduction to SOUTHERN HARVEST (Gollancz. 10s. 6d.) Miss Clare Leighton writes that "this book was written out of my own need. Missing the earth of England and the people of that earth, I wandered around here in the countryside of America . . . here in the foothills of the North Carolina mountains, here on the rolling curves of Maryland, even here in the alien heat of the cotton-fields of the Mississippi Delta, I shall find the American prototype of the friends I left behind in my Chiltern Hills."

Miss Leighton's engravings for the book are as enchanting as one would have expected, and with the same rhythmical strength that one remembers chiefly from her work. The stories, most of them personal impressions, are written with that kind of sober egotism of the artist. She writes of pitcher plants and of the effect of spring; of hog-killing and of hymns of praise; of corn-shucking and of corn liquor, and of the spirit of the negro.

There are moments when the text hovers perilously close to bathos. I do not believe, for instance, that "no mother has wiped away her children's tears with greater love, more gracious solicitude" than there is in the gesture of a negro wiping water off the carcase of a slaughtered sow. But at the form and grace and liveliness of the engravings there is no room for criticism.

AULD REEKIE (Methuen. 12s. 6d.) is a discursive biography by Mr. Alasdair Alpin MacGregor, in which he treats of his boyhood years in Edinburgh. A previous volume has described his Highland childhood. The writer is chiefly concerned with descriptions of Edinburgh itself, its customs, beauties, legends, characters and diversions. Against this background he recounts his own activities at one of the city's most famous schools.

To put it as lightly as possible, he did not do well there. In brief, he hated everything connected with schools, from discipline to dominies, and earned his only doubtful distinction in geography. He made up, however, for his backwardness, which much offended his stern and irascible father, by his interest in the city and its surroundings, and he is full of anecdote and reminiscence about the Pentland hills, and about such characters as Mary Queen of Scots, Claverhouse, Robert Louis Stevenson, and the inevitable Prince Charlie.

His writing style is not always impeccable and he is capable of such sentences as: "It was to Princes Street Gardens we went for horticultural regalement . . . but . . . the Floral Clock . . . provided all the wonderment we then desired in this direction." Nevertheless, no one who really knows the city can write badly about Edinburgh, and Mr. MacGregor has a particularly felicitous touch with anecdote.

The heroic resistance of the Czech patriots is the subject of Mr. Stephan Heym's novel HOSTAGES (Putnam. 8s. 6d.). It is a theme that grows no less magnificent and no less bitter through familiarity.

Following the suicide of a German officer in a Prague café, five Czech hostages are arrested, among them the lavatory attendant of the café, Janoshik, who is an important member of the underground movement. The others are an actor, a writer, a doctor and a director of the coalfields. In addition, there is Milada, a lovely girl innocently associated with the dead German.

Milada is arrested, but not before she has told all her story to a man who works the underground radio station, and who is able to broadcast to his compatriots that the Germans, who know this is a case of suicide, will none the less treat it as a murder in an attempt to provoke trouble. In the end Janoshik is badly beaten up, and he and his four fellow-hostages are shot in front of Milada.

Throughout this story the thoughtful, deliberate Janoshik represents the ordinary Czech and his stubborn resistance to the invader, and Milada the fine spirit of Czech womanhood. Inevitably this is a moving and tragic tale, but it has great force and equally great pictorial values.

Escape literature for the week is provided by Mr. Struthers Burt's ALONG THESE STREETS (Rich and Cowen. 10s. 6d.), in which a young anthropologist is left a fortune on condition that he returns to Philadelphia to enjoy it. He finds the city and his own lovely house in it enjoyable, and the activities of his acquaintances only less entertaining than those of the monkeys he was so lately studying. Being a modest young man he is puzzled to receive the confidences of a number of attractive girls, and being experienced only in one branch of science, he is soon in danger of being involved with at least three of them. His problems are complicated by an embezzling solicitor, and in the end Felix (surely misnamed for such a restless character) leaves Philadelphia and finds some kind of contentment in the arms of his first and sophisticated love.

Whatever this book has to tell us about Philadelphia, of which it draws a friendly and informed picture, it is far more revealing of the aspirations and humour of an American, so consistently devoted to his own brand of culture that he is a novice in all other affairs, whether of the heart or the hearth.

I have never visited the Cape Cod region of America's Atlantic coast, but study of detective fiction during the last five years or so leads me to suppose that it is chiefly inhabited by whimsical, monosyllabic fishermen and whimsical, garrulous detectives. Mr. Jonathan Stagge's novel, LIGHT FROM A LANTERN (Joseph. 8s. 6d.), has done nothing to make me change my opinion.

The lonely windswept inn, invaded a little more each season by the sea-sand, and leaning a little more precariously before the buffets of the gale, is a perfect setting for a murder or two, and when, for good measure, the writer throws in a sea-girt cemetery, a jewel robbery, some pink paper lanterns and a strong dash of local chauvinism, the mixture is complete.

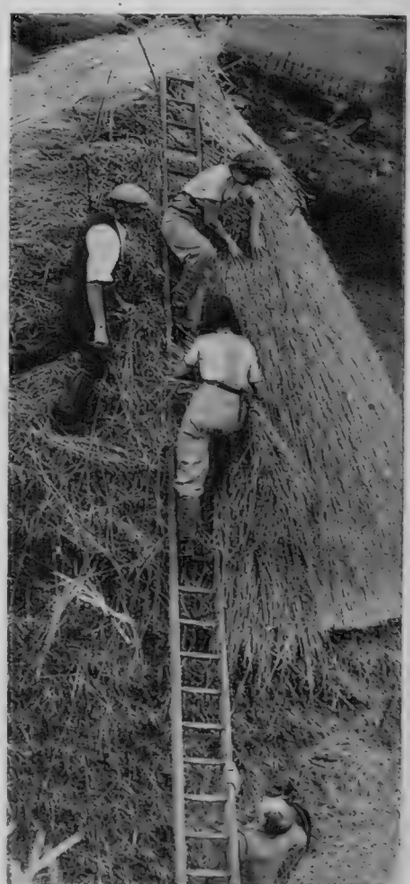
Mr. Stagge has been credited, and in these fiction circles it is a credit, with a really nasty mind. My particular taste in thrillers applauds this, and welcomes him as the kind of writer who gives horror its due in this kind of literature.

TRUST IN THE SPRINGTIME (Faber. 6s.) is an unexpected title, since one might have thought that trust was the least likely emotion to be evoked by spring. However, Miss Oriel Malet has been faithful to this thesis in writing an imaginative little story of an April day in an Academy of Dancing and Drama. It seems that every one in the place, and even those most tenuously connected with it, go through some subtle change on this day of early warmth, breezes and promise. Some of them have sorrows; one of the maids, for instance, finds that her young man is keeping company with another girl. Some of them have joys, such as the old Austrian professor whose niece escapes from the Germans. And some of them find the day an occasion for pathetic self-confidence, as in the case of the elderly lady-companion.

It is, as you will see, a little book about nothing very revolutionary, but it has its own slightly uncertain charm.

SO NEAR TO HEAVEN (Joseph. 8s. 6d.) is a novel in which the dark implications of work and war are never allowed to intrude. There is, to be sure, a certain amount of discussion about worries, but these are mostly concerned with the dining-room and the bedroom, and never, as it were, the library.

Miss Mary Lutyens writes with great zest about the things which interest her as a novelist. Her characters eat impeccable food, dress exquisitely, patronise good estate agents and good interior decorators, produce attractive children and fall in love with the best-looking pe[illegible]. None of which dismisses the fact that she is as competent a novelist as those who write exclusively of the submerged tenth; that she can tell a story or, most important of all, that a vast number of people enjoy reading about just the life that she enjoys d[illegible]



WOMEN ARE BEING TAUGHT TO THATCH: Charlie Chiverton watches two of his trainees finish the course off. Schools for women thatchers are the latest idea in farming. They are being set up by County War Agricultural Committees, who are employing experts to teach members of the Women's Land Army how to build and thatch corn ricks in this year's harvest. Over eighty women have been trained in rick-building and thatching by the Surrey Committee, and they were set to work as soon as the harvest was ready

MISS GLADYS CARTER, a factory worker, laying the first course of the rick under the tuition of Charlie Chiverton, an old Sussex thatcher, who is fifty-seven years of age

A PICTURE TAKEN AT THE GUILDFORD SCHOOL FOR TRAINEES, showing three pupils preparing the straw before the thatching

THE SKY'S THE LIMIT (Hutchinson. 6s.) is the breathless account of Lord Beaverbrook's breathless year as Minister of Aircraft Production. In that capacity Beaverbrook's story falls into three clearly marked phases; the first three months, dominated by the need to put aeroplanes into the air; the long succeeding winter, when the blitz was beaten by a number of expedients, with the policy of dispersal of aircraft plants as one factor; and the short final period of relatively calm waters.

Mr. David Farrer writes with suitable gusto and with a clear admiration for his subject. He describes the early days of ordered chaos at Stornoway House, the enthusiasm with which every new project was examined, and the quality in the man which led the Prime Minister to observe in the House, "Lord Beaverbrook is at his very best when things are at their very worst."

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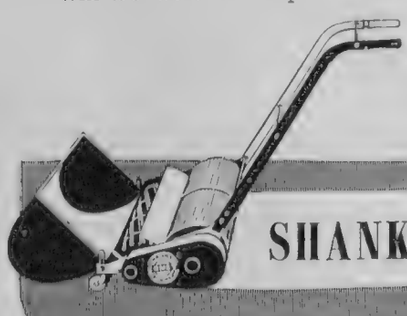

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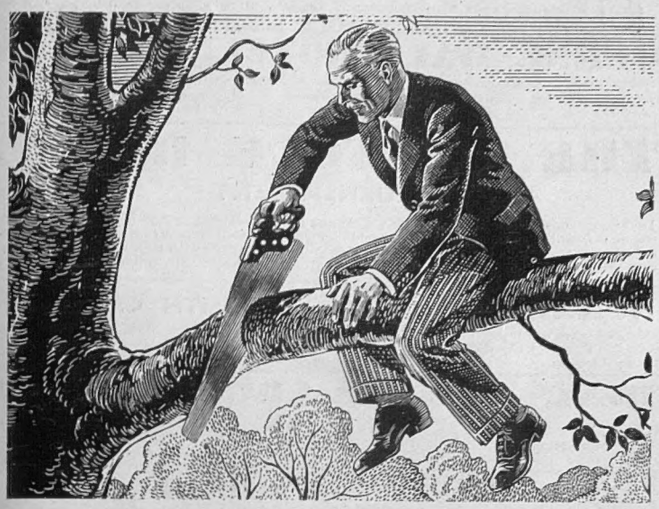

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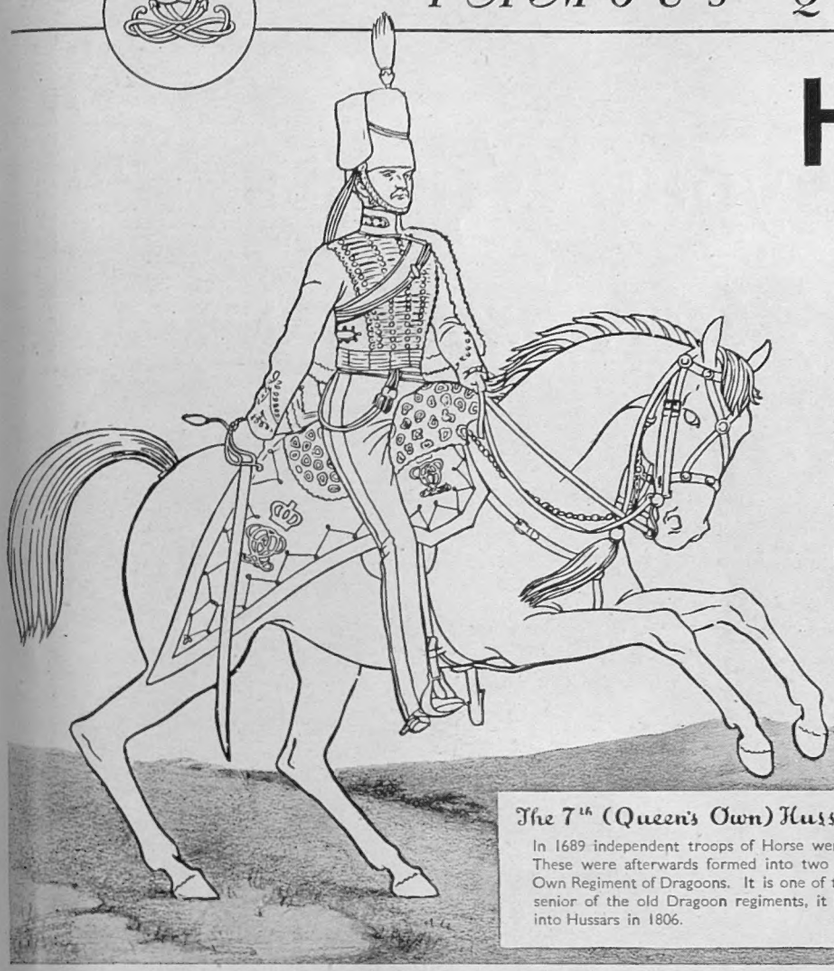
FAMOUS QUEENS...



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